CYCLE NEWS®

America's weekly motorcycle newspaper

April 24, 1996: Number 16

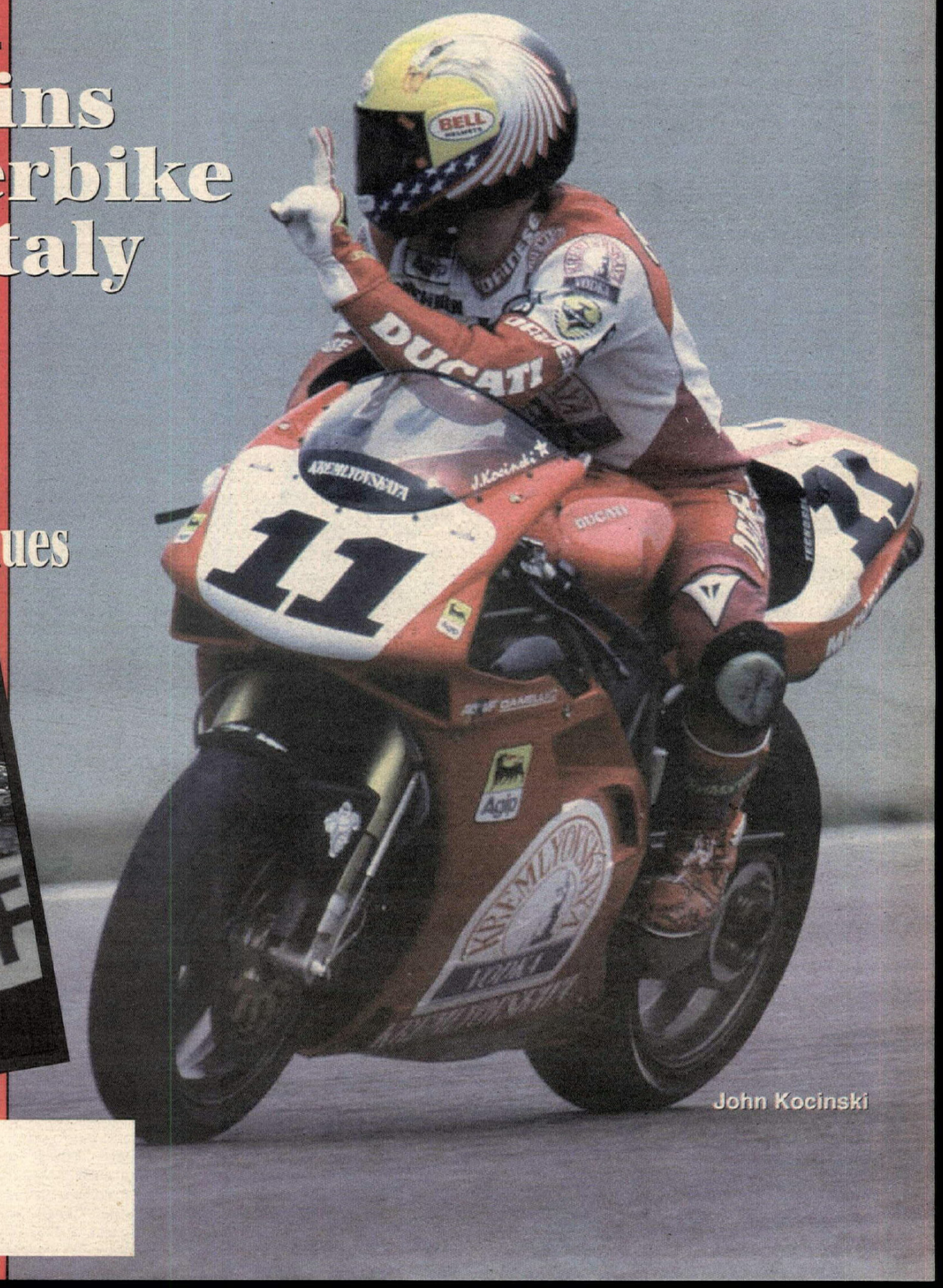
(outside the U.S. $3.25) $2.50

MXers of the World

Bikes even McGrath doesn't get to ride

Bad Boy this...

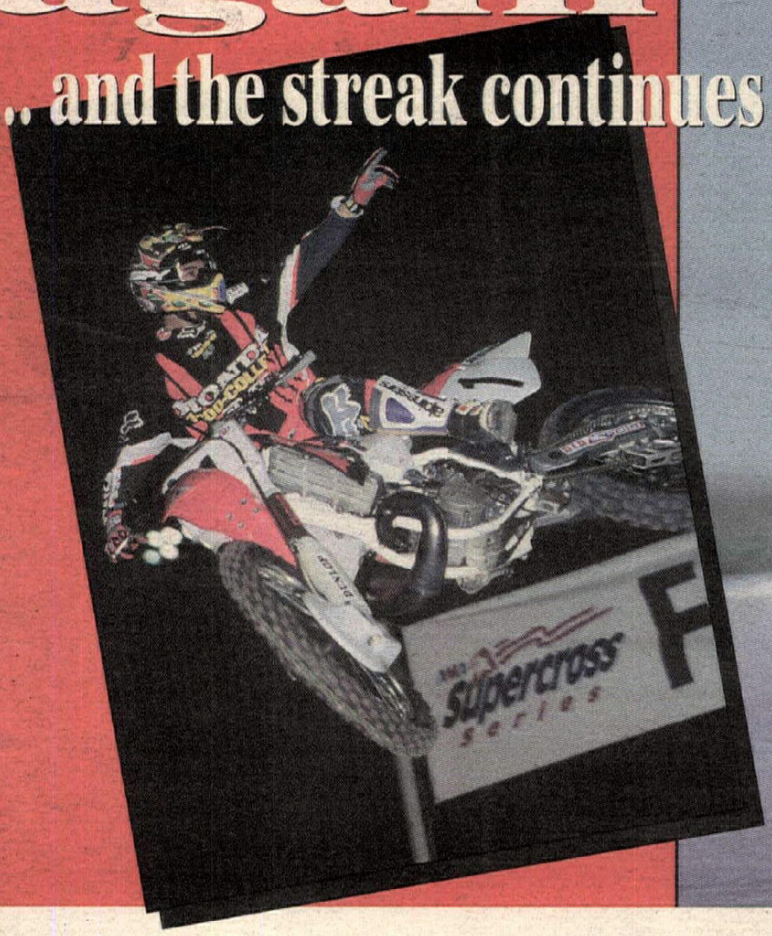
Kocinski wins World Superbike opener in Italy



John Kocinski

McGrath is McChamp - again

... and the streak continues



MAIL DATED MAILED APRIL 10, 1996

IN THE WIND

The opening round of the World Championship 125cc Motocross Series got underway in Giavera Del Montello, Italy, on April 14, with TM-mounted **Massimo Bartolini** scoring the overall victory. Bartolini won both motos, giving the small Italian TM factory its first overall Grand Prix victory. The runner-up was **Michele Fanton** (Kaw) who went 2-4 on the day. Rounding out the top five overall were Holland's **Brian Jorgensen** (Suz), Italy's **Claudio Federici** (Yam) and France's **Mickael Maschio** (Hon). Preseason favorite **Bobby Moore**, the 1994 125cc World Champion, did not compete after breaking his right hand in a practice crash earlier in the week. Moore will miss the first two rounds of the 12-round series.

Belgian **Marnicq Bervoets** (Suz) won the German 250cc World Championship Motocross round in Teutschenthal, on April 14. The Team Bieffe Suzuki rider won the opening moto and finished second to American **Tallon Vohland** (Kaw), of the JHK Kawasaki team, in the second moto. Vohland finished sixth in the first moto, giving him second overall. A pair of third-place finishes gave Belgian **Werner Dewit** (Suz), Bervoets' teammate, third overall. Fourth and fifth overall went to series points leader **Stefan Everts** (Hon) and **Pit Beirer** (Hon), respectively. Everts went 2-10. The defending champ still leads the series with 103 points, followed by Bervoets with 92 and Vohland with 88. The event was the second Motocross World Championship event to take place in the former East Germany since the collapse of the communist state, and an estimated 20,000 spectators turned out for the race.

The **Argentine** round of the **World Championship 250cc MX Series**, scheduled for May 19, has been **canceled** and will not be replaced. This will reduce the series to 13 rounds.

Marc Colomer (Mon) carded 65 points en route to victory at the opening round of the World Championship Observed Trials Series in Navacerrada, Spain, on April 13-14. Seven-time World Champion **Jordi Tarres** (G-G) finished second with 87. **Amos Bilbao** (G-G) was third with 92. Some 25,000 spectators attended the event.

Scott Summers (Hon) won the combined Grand National Cross Country/National Hare Scrambles round at the Loretta Lynn's Ranch in Hurricane Mills, Tennessee, on April 14. Summers took the checkers ahead of **Steve Hatch** (Suz), while **Duane Conner** (Yam) checked in with third. Fourth went to **Frank Keegan** (Yam) and fifth went to **Randy Hawkins** (Suz). **Rodney Smith** (Suz) finished sixth.

In Jericho, Utah, **Ty Davis** (Kaw) captured the National Hare & Hound win over teammate **Greg Zitterkopf** (Kaw) on April 14. **Jim Gray** (KTM) finished third, while **Destry Abbott** (KTM) and **Jim Brown** (Kaw) completed the top five.

Team SplitFire/Pro Circuit/Kawasaki rider **Rusty Holland** (Kaw) was the big winner at the 25th Annual World Mini GP in Las Vegas, Nevada, on April 13-14. Holland topped both the 250cc Stock and 125cc Modified Pro classes. Other significant class winners were **Doug Parson** (Suz) and **Justin Buckelew** (Yam). Parson was the top Intermediate class rider, while Buckelew was the best Minicycle rider, topping the Supermini and the 14-16 Stock and Modified divisions.

Rick Doughty (Mai) and **Randy Lewis** (Mon) were the overall winners in the 500cc and 250cc Masters divisions, respectively, during round three of the Vintage Iron Evolution of Motocross Series at the Hollister Hills SVRA in Hollister, California, on April 14.

Eddie Mulder (Tri) took home his share of gold at the AHRMA/Team Eddie Mulder National TT and Flat Track at Willow Springs International Raceway in Rosamond, California, on April 12-13. Mulder claimed victory in the Senior (over 50) TT on Friday and the flat track on Saturday ahead of **Charlie Southgate** (Tri) and **Mickey Alzola** (Tri).

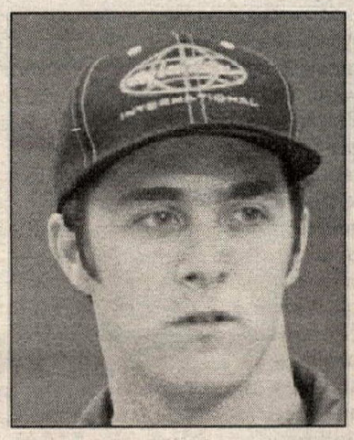
Todd Levesque (Yam) was the overall winner at the Lembo Lake Hare Scrambles in Modena, New York, on April 15. The event was the second round of the NETRA Hare Scrambles. The runner-up was former National Enduro Champion **Kevin Hines** (CRE). **Josh McLevy** (Hon) finished third ahead of **Patrick Timothy** (Hon) and **Wes Clarke** (Hon).

A few issues ago we reported that GFI promoter **Goat Breker** is trying to resurrect the Elsinore Grand Prix and was waiting for final approval of the Lake Elsinore City Council. On April 9, Breker received the go-ahead to hold the race, which is scheduled for November 8-11 and will be called the **Elsinore Grand Prix & Outdoor Sports Classic**. Grand Marshals of the event will be off-road legend and "On Any Sunday" star Malcolm Smith, desert ace J.N. Roberts, Kawasaki Team Green's Larry Roeseler, Chad McQueen (son of the late actor Steve McQueen) and Saved By the Bell's Mark Paul Gossellaar. Along with the GP, GFI will also be conducting personal watercraft racing with Victor Sheldon, a 5K Run/Walk with David Bailey, mountain bike downhill and cross country races, a Saturday Night Stadium Concert and the Lake Elsinore World Championship for Extremist Downhill International Gravity Racers.

Remember the TransAtlantic Series that matched England's best road racers against the best Americans on race tracks such as Mallory Park and Brands Hatch? Well, Triumph has rekindled the series, now titled the **Triumph Speed Triple TransAtlantic Challenge** with three races scheduled to run at Donington Park in England on May 27. Twenty-four riders will compete on identically prepared Triumph Speed Triples with 12 from each team competeting along with two reserves. The USA team will be put together on an invite-only basis to the top six ranked Mobil 1 Speed Triple Challenge - namely Scott Zampach, James Hanrahan and David McGrath, plus "Wild Card" invitations to six additional riders and two reserves. The rider selection will be made by April 25, so interested riders should contact Triumph America soon.

Where's Speedvision? AMA Pro Racing exective director **Tom Mueller** called the *Cycle News* offices on Friday, April 12 to remind us that since Speedvision is not readily available in the Los Angeles area, local race fans shouldn't rely on the live television coverage of the AMA Superbike National scheduled for Pomona on April 20-21 and should instead attend the race. A quick poll of the *Cycle News* staff revealed that not a single employee currently had access to the Speedvision Network.

Emig DQ'd from Indy SX



Moments before this issue went to press, we received a press release from the AMA stating that Team Kawasaki's Jeff Emig has been disqualified from the March 30 Indianapolis Supercross in which he finished second.

According to the release, "Jeff Emig was disqualified... after post-race testing results revealed out-of-specification fuel used in his motorcycle during the Indianapolis event."

Emig, who was stripped of his championship points from the Indy race, has appealed the disqualification.

According to Kawasaki race team manager Roy Turner, "This is between their (the AMA's) lab and ours.

"At the beginning of the year, the AMA instituted new fuel regulations. We went to VP Fuels, our fuel supplier, and they began working on it (the new fuel specifications). When we got the new fuel we tested it in our bikes and everything seemed all right. Before the Indy race, we submitted samples to the AMA that morning (the morning of the race); they field tested it and said it was okay, so we used it in Emig's bike that night. We were up front, and tried to be honest.

"The AMA took another sample, from the same batch, after the race and had it sent to their lab. Two weeks later, Jeff (Emig) receives a letter from the AMA saying he has been disqualified from the Indy race. Their lab said the fuel in his bike wasn't legal, but our lab says it is. Basically, it's one lab against the other.

"Of course, we're appealing," Turner added. "We have no choice but to appeal and defend our position."

A hearing on the matter will take place within the next 45 days.

The AMA has since issued provisional point standings without Emig's Indy points, dropping him from second to third. Here is the top five as of the just-concluded Pontiac Supercross on April 13: 1. Jeremy McGrath (300); 2. Ryan Hughes (192); 3. Jeff Emig (177); 4. Damon Huffman (172); 5. Mike LaRocco (168).

Three-time World Champion **Wayne Rainey** competed in his first-ever car race on April 13 as he finished fourth in the Toyota Celebrity race the day before the Toyota Grand Prix of Long Beach. Rainey, who qualified second behind eventual race winner Grant Show - one of the stars of television's Melrose Place, was coached during Friday's practice session by Pro Circuit's Mitch Payton. Show praised Rainey after the race: "Wayne (Rainey) and I had a little plan and all of a sudden I see Wayne diving in on me in the first turn," Show said. "Fortunately, he had to cut off so much in the first turn that I was able to pass him again in turn two. That surprised me, but there is the winning spirit of Wayne Rainey right there. He could not brake and gas at the same time, and in these cars you have to trail brake. He couldn't trail brake and that is a second off a lap right there. There is no way I would be sitting here if Wayne Rainey had a setup that he could use. He is just a great driver." Rainey was beaten in the race by Show, Jason Bateman and Alfonso Ribeiro.

Four-time World Champion **Eddie Lawson** finished ninth in his Galles Racing Mercedes in the Toyota Grand Prix of Long Beach IndyCar race on April 14. Lawson ended up one lap behind eventual race winner Jimmy Vasser.

Glen Helen Raceway in San Bernadino, California, will host the Yamaha Dealer MX Series, beginning on May 19. Round two, scheduled for May 26, will serve as a Loretta Lynn qualifier. For more information, call 909/880-3090.

Chris Glasser, the local Northern California motocrosser who suffered serious arm and leg injuries while practicing at the Oatfield track near Turlock, California, recently, has started to recover after five surgeries on his arm, according to his father. Cards and letters can be sent to Glasser at 1757 Sawmill Drive, Copperopolis, CA 95228.

Chet Bumbardner, of Waverly, Iowa, suffered paralysis from the chest down after crashing into a tree while practicing on his home motocross track on March 13. A fund has been established to help with the 17-year-old's medical expenses. Donations can be made to John Deere Credit Union, c/o Chet Bumgardner Donation Acct., 1827 Ansborough, Waterloo, IA 50701. Cards and letters can be sent to Chet Bumbgardner, c/o Covenant Medical Center, 3421 W. 9th St., Waterloo, IA 50702.

TV update: The Japanese round of the World Championship Road Race Series is schedule to air on Arpil 27 at 12 p.m. (Eastern) and again on April 30 at 12 a.m. (Eastern) on ESPN2. The race, which is scheduled for April 21, will show on ESPN on May 7 at 12:30 a.m. (Eastern).

The **Formula Swift Super Cup** will make its California debut during the **L.A. Motorcycle Weekend** on April 19-21 at the Pomona Fairplex in Pomona, California. "Spec" Super Carts, which use 250cc Rotax motors and are capable of top speeds up to 130 mph, will tackle the same 2.1-mile road course which will host the second round of the AMA National Championship Road Race Series.

A special series of **seminars**, hosted by Motorcyclist and Sport Rider magazines, will be held during the L.A. Motorcycle Weekend at Pomona. Free to all ticket holders, the seminars will cover such topics as high-performance street riding, urban street survival and a racer round table. The seminars will be held on Saturday and Sunday morning, April 20-21.

Amateur motocross racers planning to sign up for the **Chaparral Amateur Day** at the AMA 125/250cc National MX Championship round at Glen Helen Raceway in San Bernardino, California, on May 10-12 can save money by regis-

tering in advance. All pre-entries receive free overnight camping, plus a free practice on Friday, immediately following the pros.

AMA Pro Racing has started an **on-site marketing support program** for those with an interest in the growth of AMA Pro Racing and a basic understanding of public relations and promotions. Volunteers who assist with AMA on-site marketing will receive credentials for themselves and one guest and will be given a meal allowance for the weekend. Duties will encompass the following: signage placement, winner's circle activities, the coordination of sponsor caps for TV interviews; superbike rider autograph signings, on-site displays, demographic surveys, etc. Pre-qualified volunteers will report to a designated AMA contact prior to the event via telephone and will then report to an AMA staff member the weekend of the event. For more information, call Diana Mahaffee at 614/891-2425. Volunteers are required to be AMA members.

The Northern and Southern California Harley-Davidson dealers have negotiated for the return of the **AMA 883 Nationals** at the two Chris Agajanian-promoted California rounds of the AMA Grand National Championship Series, the **Sacramento and Del Mar Miles**. Agajanian had previously elected to drop the 883s at all of his Grand National rounds in favor of a 600cc Expert class, but an agreement has been reached that will see both divisions on the undercard to the 750s at Sacramento and Del Mar. "I'm glad to see the 883s back on the program on our miles," Agajanian said. "Now with the 600s and the 750s, we have three pounds in a two-pound bag. The fans are going to benefit from all of this." Agajanian said that the status of the 883s at his other events - the Lincoln, Nebraska, Half Mile and the U.S. Motorcycle Nationals in Knoxville, Iowa, is still in question.

NASCAR driver **Kyle Petty** will again take his Harley-Davidson on the road this May in the 1996 Kyle Petty Charity Ride Across America, a cross-country trek that raises money for the Make-A-Wish Foundation and the Winston Cup Racing Wives' Auxiliary. The weeklong ride, which begins in Sacramento, California, and ends in Charlotte, North Carolina, is sponsored by Coors Light, Daytona Harley-Davidson and ADT Automotive Inc. Those wishing to participate in either a single leg or the entire ride can call 615/781-3168.

Dick Mann's 12th annual Hap Jones-sponsored Vintage Iron **AHRMA National Motocross** at Sand Hill Ranch in Brentwood, California, on April 21 will honor Czechoslovakian motorcycles - CZ, Eso, Jawa. Many former champions will be on hand for the event, including Zoli Berenyi, Danny Chandler, Rich Eirstadt, Barry Higgins, Brad Lackey, Jim Pomeroy and Jeff Smith.

Harley-Davidson factory superbike racer **Chris Carr** is scheduled to appear at Sport Bike Night at America Live in Sacramento, California, on April 23 from 7 to 10 p.m. For more information, call 916/373-1557.

A full day of motorcycle testing is scheduled for **Thunderhill Park** in Willows, California, on April 19, prior to the first AFM event at the facility. Testing time is available for $100 per bike, per day with the track opening at 9 a.m. and closing at 5 p.m. AFM officials Joe Montoya and Barbara Smith will supervise the testing day. For more information, call 916/934-5588 or AFM at 510/537-8208.

The **28th Annual Hangtown Motocross** will be the second round of the AMA 125/250cc National Motocross Championship on May 4-5. In addition to the Pro class, over 500 Sportsman riders will be competing on Saturday, the same day as the Hangtown Mountain Bike Classic. Sunday's race program will also feature the Sound of Thunder four-stroke class.

According to a press release issued by Zlock Racing, road racer **Joe Pittman** is no-longer with the team. Zlock Racing will compete in the remaining NASB F-USA races with Andy Deatherage and a rider to be named later.

White Brothers will be offering **free sound testing** for Open Pro riders who will be participating in the White Brothers 4-Stroke World Championship at the Glen Helen National MX on May 12. To comply with the AMA Western Sound of Thunder rules, all Open Pro bikes must not exceed a sound level of 105 dba. Free inspections will be available on Friday, April 26 at White Brothers in Yorba Linda, California, from 9 a.m. to 4:30 p.m. and at Glen Helen Raceway from 8 a.m. to noon, during four-stroke practice. For more information, contact Gary Jones or Mike Wymer at 714/692-3404.

Iowa Governor Terry Branstad has signed **legislation** that repeals the state's mandatory rider education requirement for first-time riders over the age of 18, according to the AMA. Under a law passed by the Iowa Legislature in 1994, the state decided to adopt mandatory rider education for all first-time motorcyclists. As preparations were made to implement the bill, however, it became apparent that mandatory training for all new riders could, contrary to the bill's intent, be a detriment to motorcycle safety. The new legislation signed by Governor Branstad retains the training requirement only for motorcyclists under the age of 18.

In a revised plan issued on March 22, **Massachusetts Department of Environmental Management** (DEM) officials have made clear their intention to ban the majority of recreational trail riding on state lands, according to the AMA. The revised proposal, outlined in a memo to the DEM board, would permit trail riding in nine state forests, but only under the most stringent conditions. Under one provision of the plan, off-highway vehicle use would be banned entirely on Sundays, and an annual riding season of approximately five months would be established by state officials. Under no circumstances would the trail-riding season begin before May 15, and the season would conclude no later than Columbus Day (October 16).

WERA road racer **Scott Hayes** suffered a closed head injury during a WERA regional road race at Talladega Gran Prix Raceway in Alabama on Sunday, April 14 and is in the intensive care unit of University of Alabama Hospital in Birmingham, Alabama. Cards and letters can be sent to Hayes at UAB, 619 South 19th St., Birmingham, AL 25233.

According to German magazine Motorrad, **BMW** is on the verge of making a decision as to whether or not they'll make an assault on the **cruiser** market. Stay tuned.

New Zealand road racer **Aaron Slight** recently competed in the Sawyer Sea-Doo Charity Challenge, a personal watercraft event held in the Cook Straight between New Zealand's North and South Islands. The six-hour run was led by Slight and raised money to support the Wellington Volunteer Lifeguard.

With new **regulations** threatening to ban the sale of **two-stroke** motorcycles for anything other than closed-course competition in California beginning in 1997, all hope is not lost, according to the deputy of the Off-Highway Motor Vehicle Recreation Division of the Department of Parks and Recreation, Cliff Glidden. Glidden has informed us that there will be meetings in Los Angeles (April 16), Long Beach (April 18), Fresno (April 25), Redding (April 30), San Jose (May 2) and San Diego (May 7), giving those wishing to protest the upcoming ban a forum to do so. For more details on the location of the meetings, call Stephanie Furuta at the Governor's Office of Planning and Research at 916/322-0681. Those who can't attend the meetings but would like to protest via letters can write to Lee Grissom, Director of the Governor's Office of Planning and Research, 1400 Tenth Street, Sacramento, CA 95814.

OPENED: Team Calamari Racing's home page on the World Wide Web. The site can be found at the following address: http://www.teamcalamari.com. The e-mail address is squid@best.com.

BORN: Damon Scott Myers, to pro motocrosser Scott Myers and his wife Stefanie, on April 1 in Granite Bay, California. Myers also owns CPE Racing.

AUTOGRAPH SIGNING: At Chaparrel Cycle Supply in San Bernadino, California, on May 10 from 6 to 7 p.m. Team Suzuki's MX team is scheduled to appear. For more information, call 909/884-0484.

AUTOGRAPH SIGNING: At Goodtimes Kawasaki Suzuki in Sacramento, California, on May 3 from 6 to 7 p.m. Team Suzuki's MX team is scheduled to appear. For more information, call 916/344-2141.

CANCELED: The sidecar class from the upcoming District 37 Hilltoppers M.C. Big 6 GP on April 20-21.

OPENED: Road America's home page on the World Wide Web. The site can be found at the following address: http://www.dataplusnet.com/ra.html.

OPENED: The Sturgis Rally & Races home page on the World Wide Web. The site can be found at the following address: hptt://rally.sturgis.sd.us.

NAMED: Sports Radio KRDO-AM 1240, as the voice of the 74th Pikes Peak International Hillclimb, by race promoter Nick Sandborn. CN

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CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXIII

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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VOICES
Letters to the editor

Sir Alan's Triumph

I really enjoyed Alan Cathcart's article ("Walk, don't run," Issue #15, April 17). I bought my first Triumph (a 1970 500 Daytona) in London in 1971 as an eager 16-year-old. Two days later, I was on the continent, and Europe on $10 a day was beyond my budget. I'd ride out leisurely every day, until the scoot went on reserve, then I'd find fuel and a campground and roam the local attractions.

It sounds like Triumph has come up with a bike that's perfect for that kind of kinder, gentler touring and it makes me want to discuss what the budget can bear with my wife. Now, if they'd only make it available with those ugly, black, bulletproof massive luggage racks you used to be able to get in London. I've still got mine; it lasted longer than the Daytona and is gracing its fourth machine.

Eric Lundquist
102521.1306@compuserve.com

Winston writes

I'm writing in response to the 883 Slaying in the April 17 edition and other past papers concerning the banning of 883s. Right now, the 883 class is one of the best things happening in dirt track racing. Dirt trackers are getting introduced to AMA Pro Racing and getting to race against great racers like Jay Springsteen and other high-caliber National numbers through the 883 class.

One reason this is possible is because it is easier to find help or sponsorship racing 883s, since there are many Harley-Davidson dealerships out there to ask for help or sponsorship. It's also easy for H-D dealerships to help 883 dirt trackers - up and coming or already established - because they can get parts for cost and they have mechanics right there on site.

Another thing, the 750 and 883 lap times are less than two seconds apart - so that's not exactly slow. I think the 883 class is great and so do many other racers and fans. But don't get me wrong, I think Ron Wood and the 600cc class is great too. What is wrong with running all three classes? That would make everyone happy and would be exciting for the racers and the fans.

Joe Winston III
Riverside, CA

Joe Winston III runs National Number 14 on his Harley-Davidson 883 dirt tracker... Editor.

GP junkie

Thanks for giving me a long-anticipated dose of Grand Prix race coverage. Oh, it feels good. Excuse me, but look who's back - Erv Kanemoto! Special kudos for the photos by Gold & Goose - they are beautiful. How about some color? I'll pay extra.

In addition, ESPN seems to have improved the time slots for the GPs. Well, we'll see if what's in print actually gets on the air. They've even improved their delay time. Let's give them credit, if they so deserve it. We've given them enough grief and apparently it worked.

Michael Panelo
Santa Clara, CA

TNN and the 200

I was pleased that TNN carried the Daytona 200 and hope that it was profitable enough to have them continue their coverage. However, inserting three minutes of commercials with five laps to go was a low-class move. Even though it was tape delayed, the network did not show three of the last five laps of the closest race in history. Doesn't the director remember the Heidi affair?

Kevin Park
North Hollywood, CA

Perris dirt track?

I wanted to know when and if Perris is planning to have dirt track races at their facility. Is there someway I can get in touch with them? I've been hardly racing dirt track locally in Southern California, but would eagerly like to do more or change to another sport - I can't be young for long.

Chris Campos
ccampos@csupomona.edu

We've heard rumors that the promoters at the new facility in Perris, California, may try to run as many as four regional dirt track races during the 1996 season, but no dates have been released. You can reach them at 909/940-0134... Editor.

Go Damon

I'm writing in to say how much I enjoyed Eric Johnson's "A View from the Fence" article (Issue #15, April 17). Having followed Damon Bradshaw's career throughout the years it was a pleasure to look back on all those exciting moments he's provided for the sport of motocross.

When Damon Bradshaw retired from professional motocross at the end of the 1993 season, I was shocked and disappointed. I asked the same question as Mr. Johnson: How could someone who had dedicated their whole life to something just quit?

Looking back on it, I'm glad Damon chose to say "burn out rather than fade out." In an era when many young sports and entertainment stars end up having run-ins with the law, it was good to see Damon have the courage to do what was best for his situation.

I'm excited that the "Beast from the East" is back racing and up to speed. I wish him the best for the rest of his racing career.

Marc Tiritilli
Glendale, CA

Bad words

As a longtime off-road rider/racer, I am extremely fond of your publication. I have been reading *Cycle News* since 1970 and consider my Thursday mail delivery an event to anxiously look forward to every week.

As the father of two young children, I have noticed the quotes from some of the racers are often littered with vulgarities. I am not a prude by any sense, but I do not believe these particular words belong in a publication that is enjoyed by many young people.

As a sport in need of an image enhancement whenever possible, I don't understand why the racers, and your magazine, feel it necessary to fuel the negative image that this great sport often receives. The perception that the sport is only for blue-collar, uneducated, crude people is only fortified when these quotes appear in print.

I am embarassed for the sport, for the quoted individual and for your magazine each time I read an article with this type of language. The words themselves do not offend me, but the placement of these words in a publication with a wide audience like yours is not appropriate.

I will remain a participant in the sport, and a subscriber to your fine magazine, but I have little respect for the people who use this language in interviews and for your magazine for "glorifying" this language by putting it in print. You don't see these words in most magazines and the reasons are obvious. Why not take a hint from the more mainstream media and make your quotes more selective?

Steve Pyle Jr.
spe@formtek.com

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

INSIDE
Issue #16, April 24, 1996

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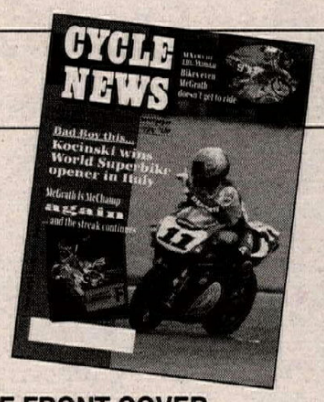
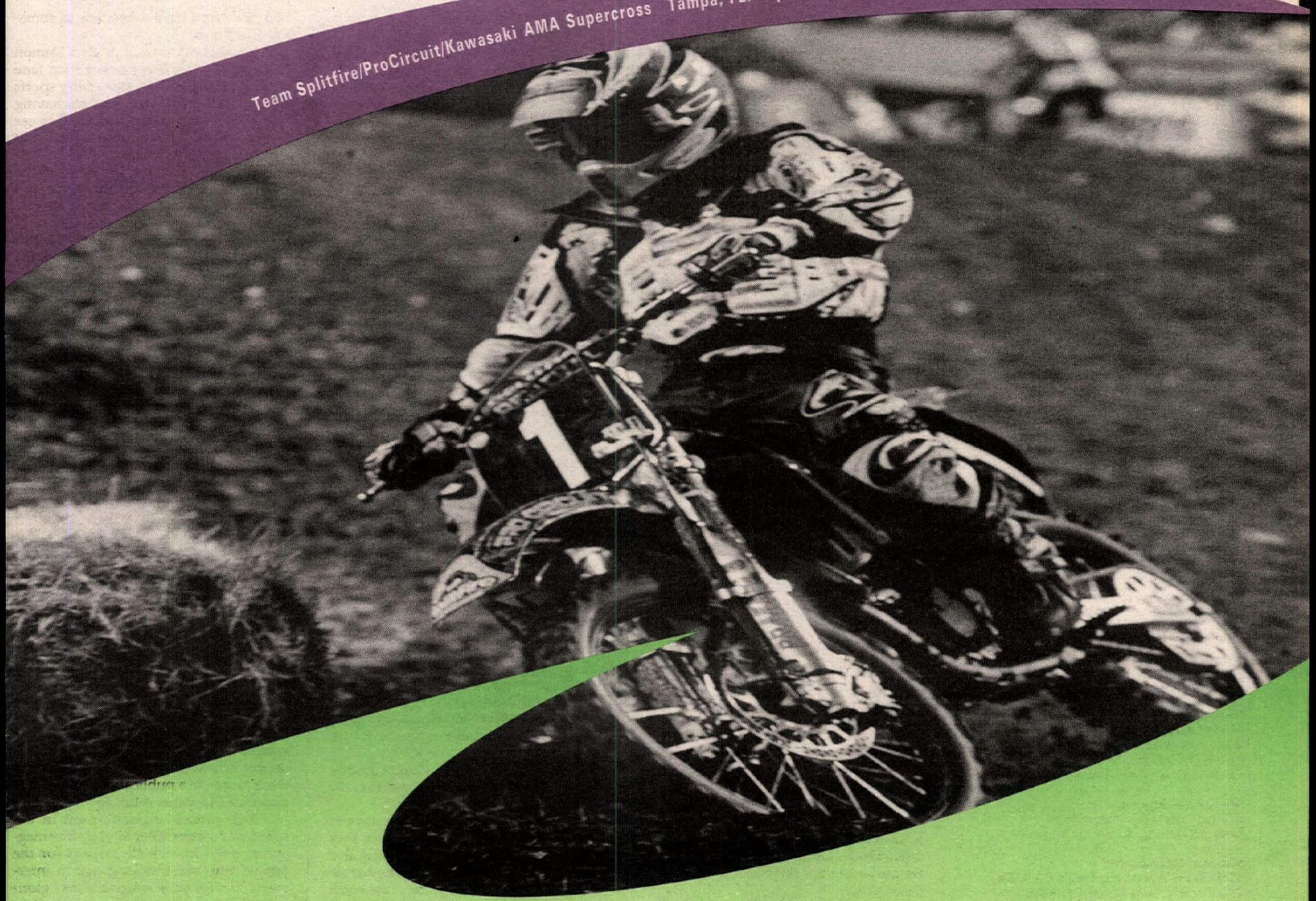


ON THE FRONT COVER

John Kocinski flashes the peace sign after scoring a victory in his World Superbike debut. Photo by Gold & Goose. Jeremy McGrath won his 12th straight race, and the Supercross title in Pontiac. File photo by Kinney Jones. Inset: Honda's RC250 MXer. Photo by Shogo Nakao.

Kawasaki MOTORSPORTS

Team Splitfire/ProCircuit/Kawasaki AMA Supercross Tampa, FL. April 6, 1996



Win, win, win. Looks like Pichon's stuck in a rut.

It's the same thing over and over. Pichon keeps taking the checkered flag. Last year, his wins earned him the Eastern Regional 125cc championship title. And this year is looking like a repeat. He has already won five main events in the series. The Team Splitfire/Pro-Circuit/Kawasaki rider scored the latest of these wins in Tampa on April 6. Within the first lap, he had control of the lead. But he didn't let up until he was a comfortable 20 seconds ahead. With Pichon on his KX125, standing on the podium has become part of the routine.

"I've been working very hard to improve with every race. Tonight we set the bike so that I could jump all of the triples. And it worked very good."
– Michael Pichon, defending East Coast 125cc Supercross champion

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Round 1: San Marino

Surprise.

surprise

By Johan Vandekerckhove • Photos by Gold & Goose

MISANO, ITALY, APR. 14

Nobody was really surprised when John Kocinski captured pole position and the first race victory in the World Superbike opener in Misano. But the fact that Anthony Gobert retaliated in the second leg was somewhat astounding. After a disappointing qualifying performance and a frustrating first race, the young Australian reminded the superbike racing contingent that Kocinski and his Ducati will not have it all their way in 1996. Gobert's second-leg victory at Misano was even more surprising considering that the Italian track has always been considered a Ducati stronghold, with its many slow corners maximizing the superiority of the V-twin's acceleration. But then, some two hours after the finish of the second heat, came the cold shower: the FIM international jury disqualified Gobert for using an illegal carburetion system on his Muzzy Kawasaki.

The end result: Kocinski leaves Italy with 50 points, while Gobert departs nearly empty-handed after his classic race-two win.

RACE ONE

There was no doubt that the Ducati riders would lead the way at Misano. After their impressive showing in qualifying (see sidebar), the red V-twins weren't about to let anyone near in the first race but it was still a surprise to see Pier-Francesco Chili storming to the lead in the opening laps. The former Grand Prix star would lead the field for two laps before giving way to Troy Corser. By this time, Kocinski had fought back to third after a miserable start.

After eight laps, the former 250cc World Champion passed Chili, and one lap later Corser had to give way. From that moment on, nothing would change in the top three. Kocinski extended his lead to some 10 seconds, a margin he would keep to the finish. Corser was second, also worry-free as he had pulled clear of Chili in the latter half of the race.

Behind the three Ducatis, however, all hell was breaking loose among the four-cylinder gang. Gobert appeared to be in control of fourth, but as the race drew to a close he was coming under more and more pressure from his new teammate, Simon Crafar, who had already dealt with Yamaha's Colin Edwards II and Castrol Honda's Aaron Slight on his way up the leaderboard.

Four laps before the end, Crafar took over command in the battle to finish the race as the top four-cylinder, taking the spot at the expense of Gobert. Slight took sixth, followed at a safe distance by his teammate, defending World Champion Carl Fogarty, and the Swedish surprise Christer Lindholm. Edwards finished 11th after a fine start and an excellent first half of the race. Promotor Ducati's Mike Hale crossed the line in 13th position. Kirk McCarthy was the only Commonwealth rider not to reach the finish. He had crashed at the end of the back straight on the third lap after colliding with Paolo Casoli's Ducati.

"I drafted past Casoli and (Wataru) Yoshikawa down the straight, but the rear lifted as I braked for the left-hander and the bike started to fishtail. As we turned in, the rear of the bike swung out and clipped Casoli," the Australian explained.

Naturally, Kocinski was very pleased with his World Superbike debut.

"The start didn't go very well," he said after the finish. "This is the first time we practiced it. I went into the first lap in seventh or eighth position. It was a strange experience for me to have so many guys around me. I thought it was all a bit risky and I decided to get away as soon as possible from that situation. When I got out of that group and I got into my rhythm, everything went quite smoothly."

Corser knew by the halfway mark that this wasn't going to be his race.

"I guess the result is not bad, but, of course, I would have liked to win," he said. "Unfortunately, the rear tire didn't allow me to do the lap times John (Kocinski) was doing. I had a good start, but seven laps into the race the rear started to slide. I backed off a little, and John came by. There wasn't much I could do; I saw his tire was having better grip than mine, so I had to settle for second."

Chili was surprised to finish third. "We received the bikes only Thursday evening, and to be quite honest I was still not happy about the way it was set up after Friday and Saturday practice," the Italian said. "After this morning's warmup we decided to change everything drastically, and that seemed to work out all right. I only got a scare in the second lap, when Troy's front tire hit my knee."

Crafar ended up fourth. "My tire (Muzzy's team uses Dunlops... Editor) seems more consistent than Anthony's (Gobert's), but he and the two Yamaha factory riders used exactly the same tires. You can't blame the tire, it's the way you use them. The bike is still not perfect in handling, but that's a problem that we'll not be able to fix here. I'm very happy with this place; I wanted to be the first Japanese (bike). I'd hoped to be on the rostrum, but I hadn't expected Chili to be up there."

Gobert was fifth after losing a lot of ground in the last few World Superbike races because of poor tire choices. "The setup of the chassis for this circuit is pretty difficult," he explained.

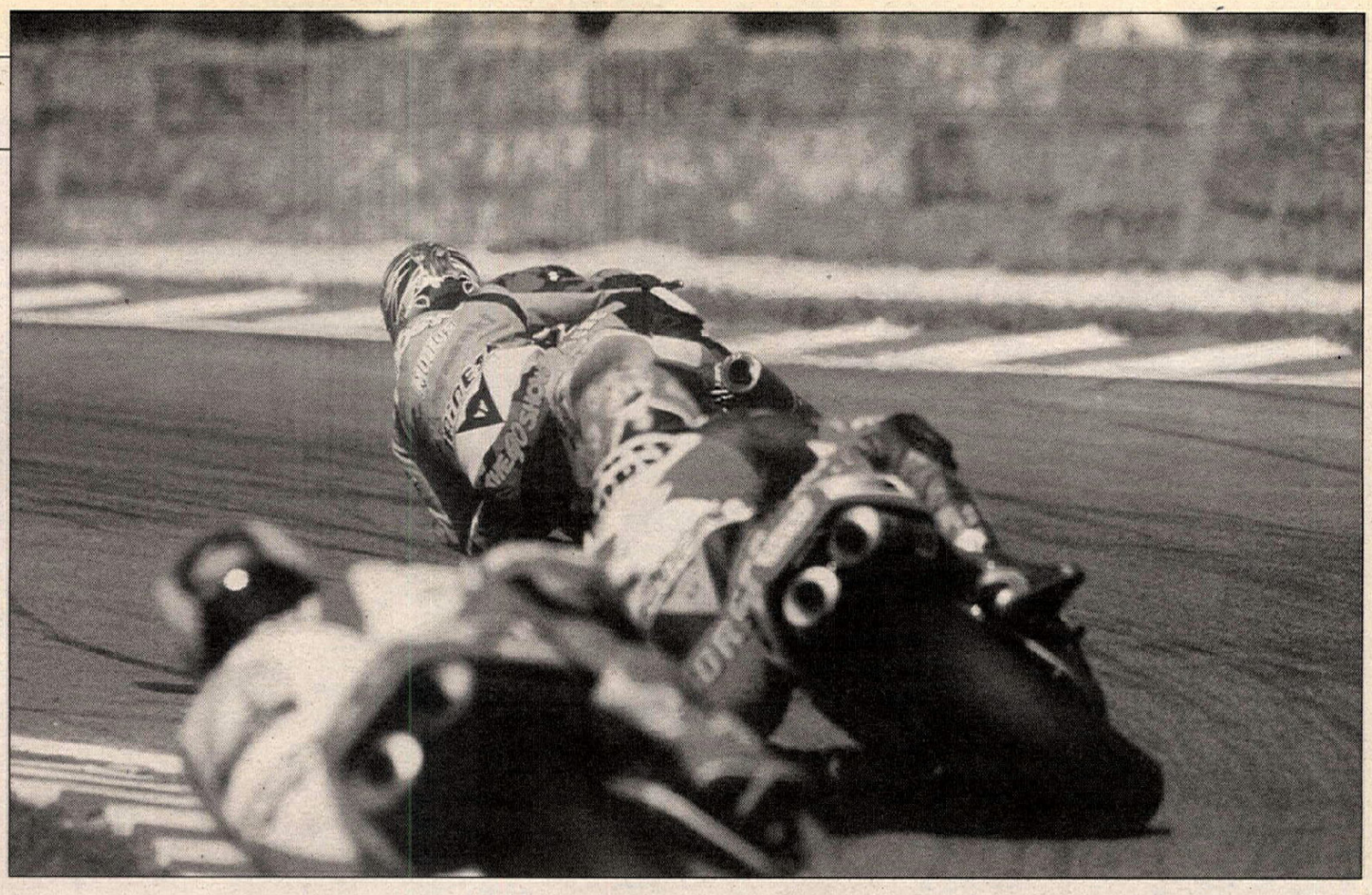
Slight's main problem was that his Michelin tire went off, causing him to lose grip. "Unfortunately, this is the best tire I have, so I'll have to stick with it for the second race," the Kiwi said.

Still, he was better off than his teammate Fogarty, who was still a bit dizzy after his Saturday crash and rode to a lonely seventh. Like Slight, Fogarty's problem was grip, but with both front and rear.

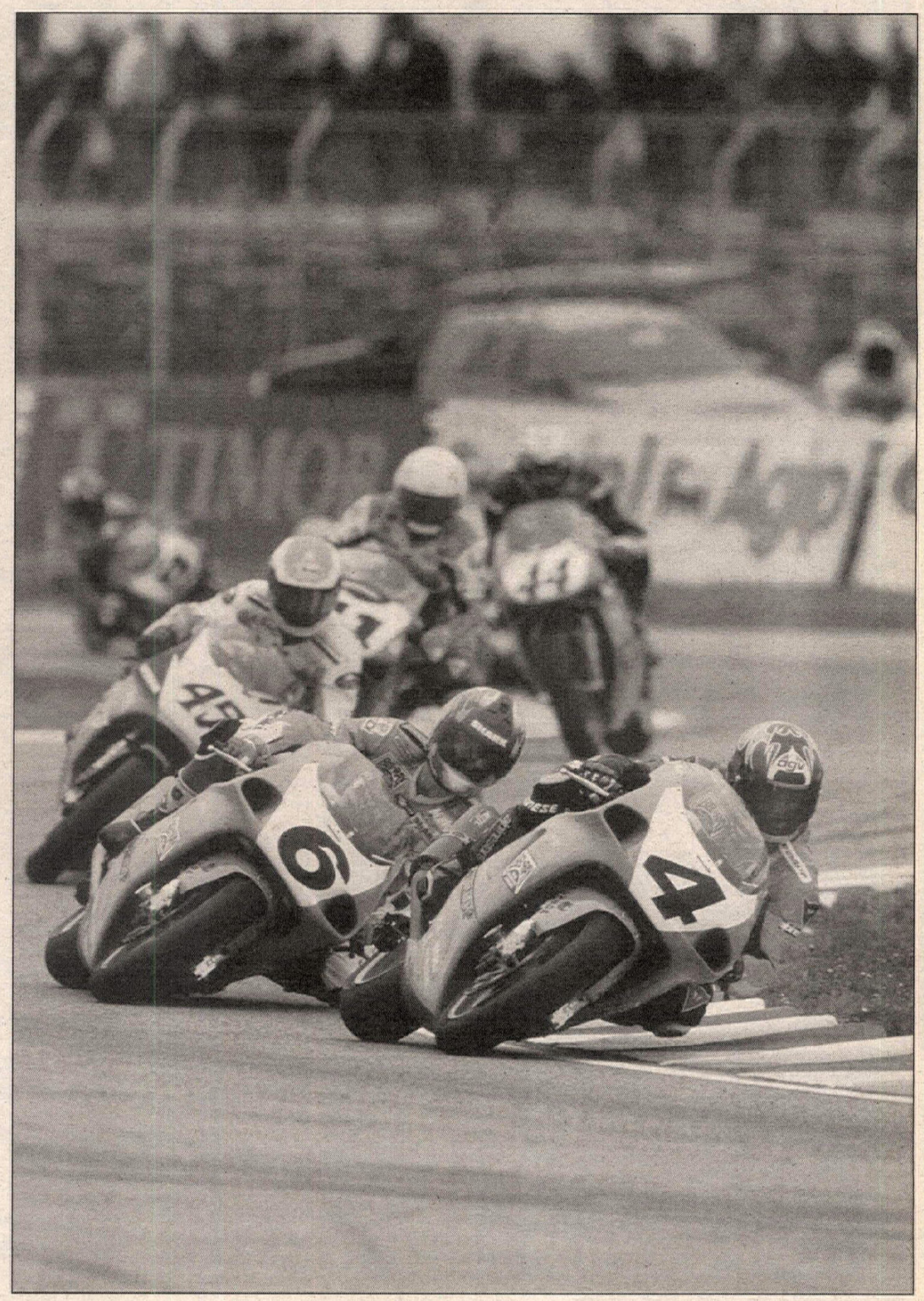
"The lack of grip was so bad that I had to use lower gears on some corners toward the end of the race," Forgarty said. "But it wasn't just me that suffered. Even some of the Ducati tires looked wrecked at the end of the race and that is unusual."

Fourth after one lap, Edwards looked to repeat his Daytona stunt and have a go at the rostrum. Unfortunately, the Yamaha rider lost three places in the first half of the race, and moved even further back in the second half, having no chance to fight against the likes of Lindholm (on a "home-grown" 1000cc Ducati), Yoshikawa and Piergiorgio Bontempi, who got the best of the Texan in the final two laps.

"We just made the wrong tire

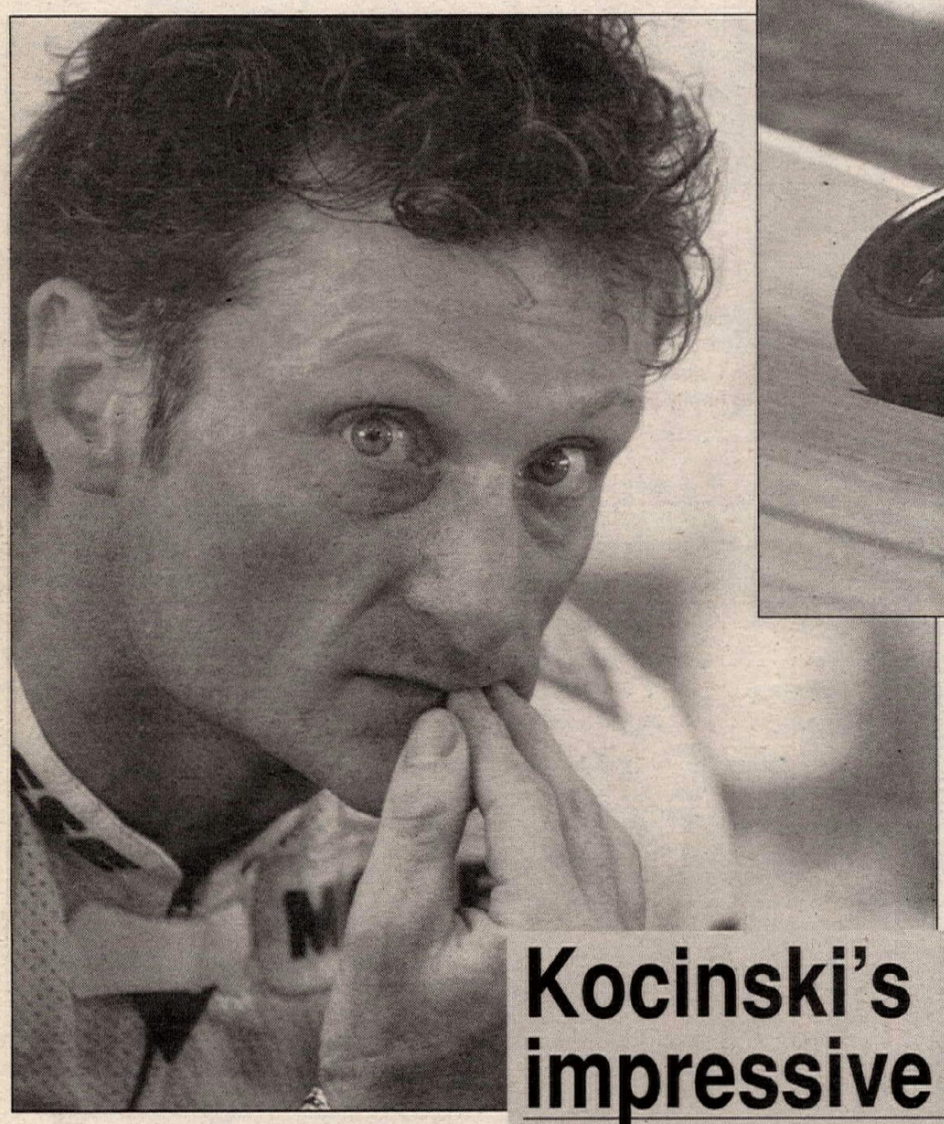


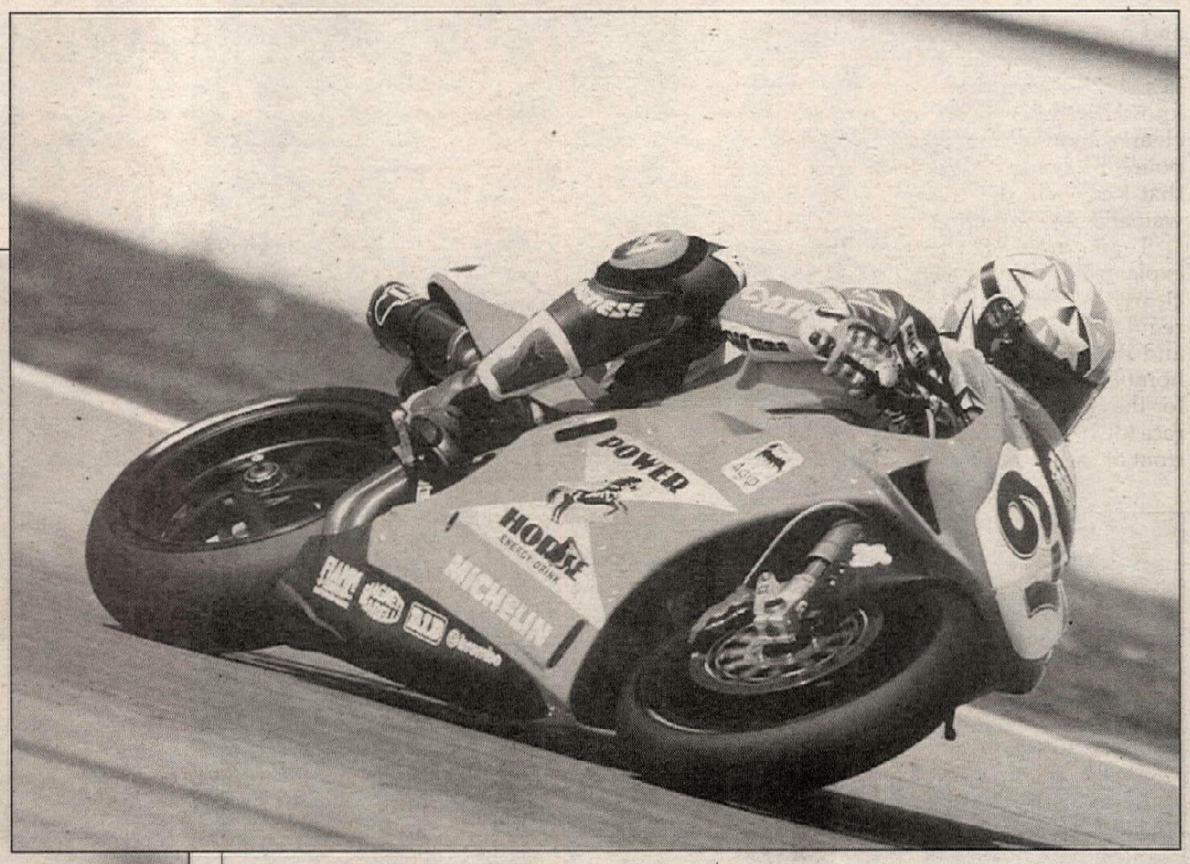
(Opposite page) The World Superbike Series gets under way in Misano, Italy, with Troy Corser (2) leading the way off the start; Colin Edwards II (45) and Anthony Gobert (4) are also among the fast starters. (Above) Gobert leads Corser and John Kocinski during their epic battle in the second race. (Right) Gobert (4) leads his teammate Simon Crafar (6) and Edwards (45) in the first race.



Round 1: San Marino

(Right) Mike Hale had a less than successful season debut. The young Texan struggled with setup problems and posted a 13-8 tally. (Below) World Champion Carl Fogarty crashed on Saturday and could do no better than seventh and sixth in the two races on Sunday.





choice," Edwards said. "The rear went off after about nine laps."

Things were even worse for Mike Hale, who finished 13th - a result nobody had really expected from the young hopeful. "I had a bad start, the tire was completely worn out after six or seven laps and the poor suspension exaggerated things even more," the Promotor rider explained after his first race of the season. "Changing the rear shock for the second heat might make things a bit more comfortable for me."

RACE TWO

For just a moment, the same Ducati trio seemed set to repeat their performances of a few hours earlier. Kocinski got away well this time, and he ended the first lap with the lead. This time around, however, Corser had decided not to let the American escape, and on the second lap the Australian took the lead with Chili and Gobert joining in after leaving the rest of the field behind.

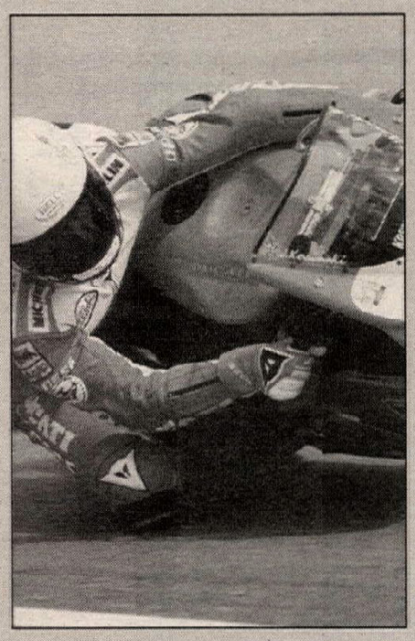
After some seven laps, the foursome had already opened a three-second gap on the other factory riders. After six laps, Gobert started to put on a show as he took over from the Ducatis. The Australian, who had failed to run up front after a bad tire choice in the first race, was definitely on a charge, but not many expected him to get away with it. After 15 laps, the Italian crowd roared with joy as Kocinski got past the green Muzzy Kawasaki. But the American didn't escape either. As Chili lost more ground, the positions at the front stayed the same for five more laps.

Thanks to his heroic late-braking antics, Gobert once again moved to the front and seemed doomed to go into the final stages of the race with two Ducati riders breathing down his neck and patiently waiting for their chances. But those opportunities never came and Gobert led to the finish line.

Gobert's victory was unexpected, even for the talented Australian himself. "I made a different tire choice than in the first race," he said. "I'd already chosen that tire for the first race, but the Dunlop people told me not to use it. In general, everything I planned in my head worked, and I feel very confident for the next races. With this tire, I was able to go as hard as I wanted to. I also knew that I had to stay in front of the Ducatis by braking extra late."

A few hours later the bad news came,

Kocinski's impressive debut



What many had expected really happened on Saturday afternoon. John Kocinski (right) made an impressive debut in the World Superbike arena, taking pole position in his first-ever race on a Ducati 916. But maybe the Little Rock, Arkansas, native won't have it all his way this year as his pole position came only moments before the end of the final session and his time was only a fraction of a second better than Troy Corser's.

"To be quite honest, I'm a bit disappointed," Kocinski said. "We didn't have much time to get the final settings. Fortunately, I got a clear lap so I was able to take pole in the final minutes."

Kocinski lapped in 1:33.750 - over a second better than the practice lap record of 1:34.934 (set by Carl Fogarty in 1995). Corser had been leading the charts for most of the time in the first and second sessions, but finally had to make do with the second starting position.

"I would've liked to start the first race of the year on pole," the Australian said. "Just like I did last year. Unfortunately, I never got a clear track when I was on qualifying tires. We spent a lot of time finding the correct settings for the bike. The new suspension and the modifications on the frame didn't allow us to profit from the experience we had gained on this circuit last year."

Third qualifier Neil Hodgson attributed his excellent result to the many testing sessions he and his team had done on the Misano track. With three Ducatis on the front row of the grid, Misano confirmed its reputation as a Ducati track with its numerous slow corners. In addition, the result also showed that the new weight regulations (with identical limits for four- and two-cylinder motorcycles) might not have the impact some had hoped.

Colin Edwards II completed the first row on the factory Yamaha, after having found a good setup solution on the bike with a new linkage, which gives more traction. "The overall package is better than last year," the young Texan said. "Not only chassiswise, but also enginewise. Modifications to carburetion and in some other areas have broadened the usable powerband considerably, and it now goes from 8000 to 13,500 revs."

Edwards got into trouble once during qualifying as he crashed in the second session. "I cut the first curb of the chicane a little bit too close," he said. "Dust on the track did the rest. I lost the front and down I went." Team Muzzy Kawasaki took places five and six on the grid, with Simon Crafar leading Anthony Gobert. Crafar also bit the dust on Friday afternoon, but came back very strong and logged the second best time in that session. Finally, he ended up fifth.

"Not so bad," Crafar said, "as we haven't had enough time to figure the bike out completely. Most of all, we need more power. The Kawasaki is definitely faster than last year's Honda - not enginewise, but it feels a lot easier to ride."

Gobert was seventh. "Considering everything, I'm happy," he said. "It would have been better to be on the first row, but compared to last year this is an excellent result." Gobert also complained about the lack of power and wasn't too worried about being behind his teammate. "Qualifying was never my thing," he said.

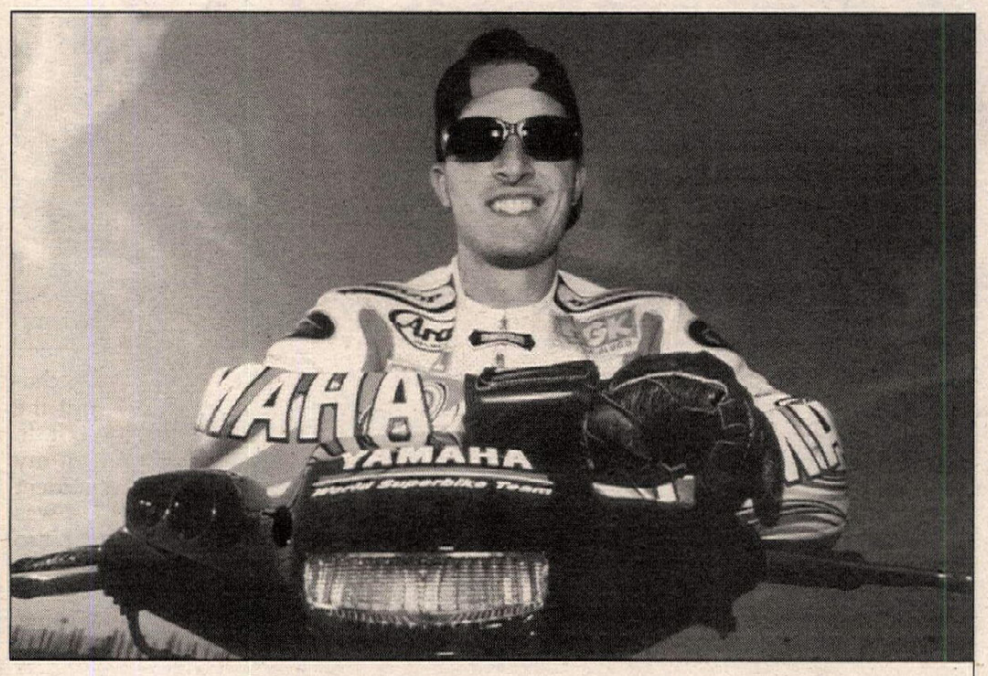
Aaron Slight didn't get any higher than ninth, after having spent most of his time trying to find a race-compound front Michelin tire. "Four Ducatis and four guys on qualifying tires in front of me, so I feel pretty confident for the race," the New Zealander said. "We did some testing here, but because of the rain we didn't learn a lot. Anyway, I'm happy that things have gone a lot better up to now than last year. One thing is for sure, it will be very hard to beat the Ducatis. They still have a big advantage. Now that Fogarty is on a Honda, you can definitely see that. It's not only the fact that the Honda must still be put to his liking."

The World Champion himself was only 11th, after he had been thrown off the bike during the first five minutes of the final practice session. "Maybe the tire was still cold," Foggy said after having been brought back to the paddock on a scooter. "I ran a little bit wider than normal and hit a dusty part of the track. It must have been too much for the right-hand side of the new tire. The right-hand side doesn't get much use at Misano." The Brit suffered a mild concussion, cuts to his left elbow and hand and a chipped bone in his left wrist. He thought it wise not to take his bike out for the rest of the day while he prepared himself for the race the next day by lying down.

Newcomer Kirk McCarthy was best Suzuki rider in 12th position, followed in 13th by his teammate John Reynolds. Mike Hale also had a tough time getting acquainted with the Misano track. "We changed about everything: offset, wheelbase, up to the handlebar angles," he said after setting the 16th-fastest time. But I'm still not happy about what we came up with. Especially the long left-handers are pretty difficult to take. If you've got the first corner wrong, you'll never get a good speed in the following ones. I tried to tag on to some riders, but apparently they didn't like that too much."

and naturally Gobert was disappointed. "I have a lot of respect for John Kocinski's abilities as a rider," he said. "But I know that I can beat him, and I have clearly shown that today. Despite the points I have lost here, I feel confident that I can win the championship. Just wait and see in Donington."

Team manager Steve Johnson explained where the tech inspectors had clearly a different interpretation of the regulations than the Kawasaki factory and the Muzzy team. "Kawasaki have homologated two sizes of carburetors for the new ZXR," Johnson said. "In the race kit you have a part that fits onto the front of the carburetor which has a taper



(Above) John Kocinski celebrates his first-ever World Superbike victory in his first-ever World Superbike race.
(Left) Colin Edwards II qualified well but had tire problems to finally post 11th- and seventh-place finishes.

in it and the taper goes in this particular case from 39 to 36mm. It is not part of the carburetor body. Both bikes passed through scrutineering after the first race. We didn't change anything on the bikes, and now there is a problem..."

Crafar's bike also passed inspection after the second race and the Muzzy team is expected to appeal. According to Jin Inoue, from the Kawasaki racing department in Japan, the carburetors have not been modified in any way and meet the homologation requirements to the letter.

After the finish, Kocinski said, "I should have been in low 34s during the race, but that didn't really go. I got beaten, which I don't like, but it will make me work harder and be more motivated."

Crafar was fifth before the international jury disqualified his teammate, and he ended up fourth. "My race went exactly as the first one," he said. "I was very consistent and I managed to hold off Aaron (Slight). My main problem was getting grip, but that was everyone's problem. If I had known what I know now I would have changed the tire."

Slight was happy with his two sixth places (one of which was turned into a fifth after Gobert's disqualification). "I could ride the bumps better than last year, so in all I'm fairly happy," he said.

Edwards was once again with the leading men on the opening laps, but then gradually lost ground as his Dunlop lost some big chunks of rubber along the way. "In this race we ran the same front as this morning, but it wasn't turning right and it got worse with seven laps to go." He ended up seventh (after Gobert's DQ) with one second to spare on Hale.

"Things went better this time," Hale said. "This weekend we have been changing front fork springs, suspension oil levels, etc. My riding style differs a lot from Troy's (Corser - his teammate). But for this race we seem to have found a good solution. A better tire choice also helped."

McCarthy took the first Suzuki to 12th place after his teammate John Reynolds had crashed. "I messed up my start, but the race itself was better than the first one," McCarthy said. "I should have tried harder in the turns, but I didn't want to crash again. That's why I lost some places in the beginning of the race." CN

Autodromo Santamonica
Misano, Italy
Results: April 14, 1996 (Round 1 of 12)

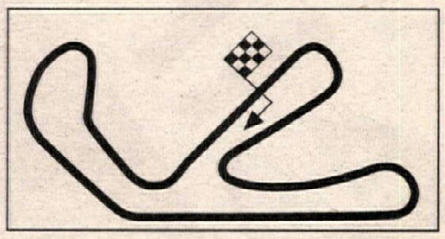
QUALIFYING: 1. John Kocinski (1:33.750/96.660 mph); 2. Troy Corser (1:33.946); 3. Neil Hodgson (1:34.572); 4. Colin Edwards II (1:34.728); 5. Simon Crafar (1:34.750); 6. Anthony Gobert (1:34.844); 7. Pier-Francesco Chili (1:34.952); 8. Christer Lindholm (1:35.017); 9. Aaron Slight (1:35.123); 10. Wataru Yoshikawa (1:35.211); 11. Carl Fogarty (1:35.344); 12. Kirk McCarthy (1:35.736); 13. John Reynolds (1:35.895); 14. Jochen Schmid (1:35.981); 15. Piergiorgio Bontempi (1:36.003); 16. Mike Hale (1:36.129); 17. Brian Morrison (1:36.801); 18. Paolo Casoli (1:36.875); 19. Stephane Chambon (1:36.985); 20. Michael Paquay (1:37.149); 21. Andreas Meklau (1:37.555); 22. Bernhard Schick (1:37.947); 23. Igor Jerman (1:38.147); 24. Boustas (1:38.784); 25. Redamo Assirelli (1:38.831); 26. Ferdinando Di Maso (1:39.179); 27. Bernhard Haenggeli (1:39.317); 28. Anton Gruschka (1:39.365); 29. Bruno Cirafici (1:40.072); 30. Henrik Rasmussen (1:40.936); 31. Antonio Giangiacomo (1:41.335); 32. Pittalunga (1:43.850); 33. Pallis (1:45.274).

RACE ONE: 1. John Kocinski (Duc); 2. Troy Corser (Duc); 3. Pier-Francesco Chili (Duc); 4 Simon Crafar (Kaw); 5. Anthony Gobert (Kaw); 6. Aaron Slight (Hon); 7. Carl Fogarty (Hon); 8. Christer Lindholm (Duc); 9. Wataru Yoshikawa (Yam); 10. Piergiorgio Bontempi (Kaw); 11. Colin Edwards II (Yam); 12. Neil Hodgson (Duc); 13. Mike Hale (Duc); 14. Brian Morrison (Duc); 15. Michael Paquay (Duc); 16. Jochen Schmid (Kaw); 17. John Reynolds (Suz); 18. Stephane Chambon (Duc); 19. Bernhard Schick (Duc); 20. Ferdinando di Maso (Duc); 21. Redamo Assirelli (Yam); 22. Bernard Haenggeli (Hon); 23. John Boustas (Duc); 24. Anders Rasmussen (Yam); 25. Igor Jerman (Kaw).
Time: 39 min., 49.259 sec.
Distance: 62.93 miles.
Average Speed: 94.819 mph.
Margin of Victory: 11.061 sec.
Fastest Lap: John Kocinski, 1:34.296.

RACE TWO: 1. John Kocinski (Duc); 2. Troy Corser (Duc); 3. Pier-Francesco Chili (Duc); 4. Simon Crafar (Kaw); 5. Aaron Slight (Hon); 6. Carl Fogarty (Hon); 7. Colin Edwards II (Yam); 8. Mike Hale (Duc); 9. Christer Lindholm (Duc); 10. Piergiorgio Bontempi (Kaw); 11. Wataru Yoshikawa (Yam); 12. Kirk McCarthy (Suz); 13. Paolo Casoli (Duc); 14. Jochen Schmid (Kaw); 15. Michael Paquay (Duc); 16. Stephane Chambon (Duc); 17. Ferdinando Di Maso (Duc); 18. Anders Rasmussen (Yam).
Time: 39 min., 45.713 sec.
Distance: 62.93 miles.
Average Speed: 94.959 mph.
Margin of Victory: 1.031 sec.
Fastest Lap: Troy Corser, 1:34.752

WORLD SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 1 of 12 rounds): 1. John Kocinski (50/2 wins); 2. Troy Corser (40); 3. Pier-Francesco Chili (32); 4. Simon Crafar (26); 5. Aaron Slight (21); 6. Carl Fogarty (19); 7. Christer Lindholm (15); 8. Colin Edwards II (14); 9. (TIE) Wataru Yoshikawa/Piergiorgio Bontempi (12).

Upcoming Rounds:
Round 2 - Donington Park, Great Britain, April 28
Round 3 - Hockenheimring, Germany, May 12



Briefly...

For the first time in the World Superbike history, **Team Rumi** will not participate in the series. In the early days (1988-89), Fred Merkel took two titles for the team of Italian millionaire Oscar Rumi. The Bergamo, Italy-based team will concentrate on the Thunderbike Trophy this year, entering a Honda CBR600 for Italian talent Inamorati. The 1-year-old semiofficial Honda RC45s that were destined for Simon Crafar in '95 (but were used only on a few occasions after HRC provided the ex-Polen bikes to the New Zalander) have been given to the Gavira brothers. The Spaniards will enter the bikes in the European Superbike Championship and, if everything goes well, they might also show up at some World Superbike rounds. Technical assistance will be provided by some of the Rumi mechanics.

John Kocinski is determined to leave the past behind and start with a clean slate. "Even though I had a very positive season with Cagiva in 1994, it was perfect timing when they stopped at the end of that season," he said. "I needed a break to get myself cleared from my reputation. Part of that poor image was caused by bad management. That's why I took care of everything myself the last couple of months. Now I think I'm not only a good rider, but also a good lawyer and a good accountant. I negotiated on my Ducati contract personally. On the circuits I want to be considered for who I am, and not for what people might have said about me. I had several opportunities to go racing again this year. I could have gone racing with (Kenny) Roberts again, but I wasn't sure if he could give me a competitive bike. There was a lot of confusion about his team at the end of the season. Ducati could give me a bike with which I could win races again, and that is my first objective for this season: win races. Later, we will see how the championship goes."

The situation with **Ducati** is still unclear. The Italians have been struggling with cash-flow problems for quite some time now, but until a couple of months ago the situation seemed to clear up with an American bank ready to take over part of the company. According to some sources, the Italians need $200-300 millon to have sound financial footing again. The last couple of weeks, however, have seen the deal with the American bank become somewhat uncertain. According to Ducati, negotiations are still going on, even though other possible financial partners have also been contacted. The Italians also insisted that the production lines had not been stopped, despite several rumors to the contrary. According to sources, several suppliers had stopped all deliveries to the factory. "It is true that production slowed down considerably during the month of January," admitted engineer Domenicali. "But since the month of February, production is again on 90 percent of the normal capacity." According to the race department man, the superbike teams won't have any problems due to this situation (even though several private teams "stormed" the race shop during the last couple of weeks in order to buy the last available racing parts). "We have planned to build 30 race 916s this year. Fifteen of these have been finished and are now with the World Superbike teams. The other 15 - all destined for teams not competing in the World series - will be ready by the end of next week."

If the situation does not clear up soon, even the two factory teams might get nervous. According to **Alfred Inzinger**, manager of the Promotor team, things might be a bit more complicated with the Ferrari team (the in-house factory team) than with his own team. "We have a contract with Ducati which allows us to purchase racing parts at other suppliers. We have excellent relations with TWR (Tom Walkinshaw Racing), a company that does development and production work for car manufacturers such as Volvo, Saab and GM." Still, according to Inzinger, Ducati has also agreed to release new parts for the factory teams only after at least two identical parts have been made, so that the Ferrari and the Promotor Team do not get an advantage at any time.

Even though **Troy Corser** refuses to comment on his prospects for next year, it seems very likely that he will at least have a go at testing a 500cc Grand Prix machine (in private test sessions) during 1996. It is also the intention of team manager Alfred Inzinger to have a team in the 500cc Grands Prix next year, even though he is not likely to give up his superbike team. "It is certain for about 90 percent that we will go on in superbikes," the Austrian businessman said. "We are one of the top teams here and it would be not very intelligent to abandon everything and try a whole new ballgame. Moreover, the situation in Grands Prix is not very clear right now, with Dorna, IRTA, FIM and some other parties fighting over power."

The Italian Superbike racing community lost several riders in the week leading up to the Misano WSB round. First of all, young superbike rider Burnelli was killed during a National race in Monza one week before the Misano race; Mauro Mastrelli, who collided with Burnelli in one of the fastest corners of the Milan circuit, is still in the hospital and will likely be paralyzed. And on Thursday, **Aldeo Presciutti** was involved in a traffic accident going to Misano. The successful businessman and part-time World Superbike competitor was still in a coma at the end of the weekend.

Former Superbike rider **Mauro Lucchiari** easily won the first race in the European Supersport Championship, but was disqualified (with three other Ducati riders) a couple of hours after the finish due to illegal air intakes. Former superbike rival Fabrizio Pirovano was promoted to first after a race-long scrap with four other Italians.

Round 12: Pontiac Silverdome

Like clockwork

By Kit Palmer
Photos by Karl Ockert

PONTIAC, MI, APR. 13

Jeremy McGrath couldn't quite decide what he was more happy about - clinching his record-breaking fourth straight supercross title or keeping his remarkable winning streak alive.

"This is going to sound kind of weird, but I feel kind of... *normal*," said Team 1-800-Collect/Honda/Fox's McGrath, who, in front of a huge crowd of 51,809 spectators in the Pontiac Silverdome, came from behind in the 20-lap feature to clinch his fourth consecutive SX title and increase his win streak to 12. "I mean, I know what it feels like (to win a championship) and - I don't know, I just feel normal. I guess I'm more stoked about the streak, because I kind of knew a couple of races ago I'd win the championship. But, then again, anything can happen."

Having said that, Team Honda consultant Jeff Stanton, who was standing nearby, turned around and said with a grin, "Yeah, remember 1992, the L.A. Coliseum? Anything can happen."

McGrath went into the 12th race of the 15-round series having all but wrapped up the title despite three rounds yet to be run; all he had to do in Michigan was to finish no worse than 18th and the number-one plate would be his again to wear next year. And to no one's surprise, McGrath, on his Skip Norfolk-tuned Honda CR250, cruised to victory in the Silverdome, though he did have to make amends for a sixth-place start.

"I'm getting used to that," McGrath joked. "I haven't gotten the holeshot in about four races. I think Dallas was the last time."

McGrath took over the lead from Kawasaki's Ryan Hughes on the seventh lap and steadily pulled away to what would be his 41st career supercross victory. The celebration in the pits was - all things considered - somewhat small and conservative on this title-clinching night, as most of the 51,000-plus spectators headed straight for the warmth of their cars' heaters to avoid the frigid 30-degree temperatures and gusty winds outside the stadium, while most of the racers immediately locked themselves into their team's big rigs or box vans to get out of the cold. However, a small group of fans ignored the cold and partied with the red team, including, of course, Honda team manager Wess McCoy, who had this to say about his prized rider and their team:

"All the guys worked hard for this, and I don't see anywhere in the realm of supercross that anyone is working harder than these guys are, especially Jeremy. Nobody believes here that he (McGrath) thinks he has so much talent that he can just go out there and do that every weekend. On Monday he rides by himself, on Tuesday we test with him, on Wednesday we test with him again, on Thursday he flies, on Friday he practices - it all has to do with testing and hard work. Anyone who thinks he's not doing it seven days a week is full..."

The only rider other than McGrath who had a shot - albeit a long shot - at the title was Kawasaki's Jeff Emig, who got off to a midpack start in the feature and slowly worked his way up through the field, finishing a respectable second place, five seconds off McGrath's pace. Despite being unable to put an end to McGrath's streak, Emig was content with his ride.

"I really focused on my race this weekend, and tried not getting frustrated because McGrath is out in front of me," said Emig. "I rode a pretty consistent race."

Emig was one of the first to congratulate McGrath when he rode up next to him on the cool-off lap and gave his longtime rival a pat on the shoulder and the thumbs-up.

McGrath currently has a perfect points total of 300, while Emig holds down second place with 199, just nine points ahead of teammate Hughes.

Perhaps putting in the most inspiring ride of the night was Team Suzuki's Ezra Lusk, who finished up on the podium for the second time this season. The Georgian, who was feeling ill all day and night, led the first two laps before getting passed by Hughes then suffering a solo crash later that same lap. He remounted in 13th place and went to work, picking off rider after rider until he had control of third place with only two laps left. His last victim was Hughes, who was experiencing a bad case of arm-pump.

"I'm starting to crest that peak," said Lusk. "I'm maturing a lot - I know when to pin it and when not to; when to be aggressive and when to wait. It's all coming together for me. My confidence level is back up there, my body is stronger, and I'm having fun."

Lusk led the way among all the Team Suzuki riders as Greg Albertyn went from a seventh-place start to finish ninth in the main event, taking the

(Left) Team 1-800-Collect/Honda/Fox's Jeremy McGrath became the first rider to win four supercross titles - let alone four straight titles - after chalking up his 12th consecutive victory of the year, at the Pontiac Silverdome. (Right) Ezra Lusk (34) of Team Suzuki grabbed the holeshot and led for two laps before getting passed by Ryan Hughes and then crashing. The Georgian came from 13th after his fall to finish a remarkable third.

checkers one spot ahead of Mike LaRocco, who gated about 15th.

Completing the top five was Honda of Troy/Sinisalo's Brian Swink, who was followed across the finish line by Yamaha's Doug Henry, HoT teammate Larry Ward, Albertyn and LaRocco.

Team Yamaha's John Dowd recorded his second win of the year after a hard-fought battle in the 15-lap, 125cc Eastern Regional main event. He battled early on with Suzuki's Tim Ferry, who led for a couple of laps before Dowd got him back. Series points leader Mickael Pichon soon got in on the action after a horrendous start. The Team SplitFire/Pro Circuit/Kawasaki rider passed Ferry, then set out after Dowd and eventually passed him and began pulling away before suddenly crashing all alone in the whoops. Dowd rode right by the downed rider and back into the lead. Pichon remounted and began reeling in the Yamaha rider once more. But a couple of mistakes let the wind out of Pichon's sails, and Dowd held on for a popular win.

"I started out ahead of him (Pichon) and that gave me confidence," said Dowd. "I got a good pace going and tried riding more aggressively."

Pichon was obviously upset with himself for throwing away a sure win. "I just made a lot of mistakes," said Pichon. "I'm pretty frustrated."

Ferry eventually pulled off the track after tweaking his knee, making room for an exciting duel to the finish over third place between Suzuki riders Scott Sheak and Nathan Ramsey. Their battle came down to the last lap when the two riders bumped with Sheak going down. Ramsey went on to finish on the podium for the first time in his career, while Sheak settled for fourth.

"It was a good race," Ramsey said. "We battled pretty hard."

250cc

The 250cc heat races got under way with Henry winning what would be one of the more exciting races of the night. Henry jumped out to the early lead ahead of Albertyn, Emig, Hughes and Yamaha's Kevin Windham.

Emig, Hughes and Windham quickly got around three-time World Champion Albertyn just before the Suzuki rider crashed in a difficult whoop section, nearly taking out Damon Bradshaw and Larry Ward in the process.

By the fourth lap of the eight-lap race, Henry and Emig had become engaged in their own battle for the lead, while Hughes and Windham disputed third. This went on for a while until the Hughes/Windham battle carried its way up to the Henry/Emig fight, and all four were soon dicing for the win. They traded places back and forth, and things really bunched up when Henry was slowed by a lapped rider at the top of the uphill/downhill section that runs up into the stands, a tradition of the Pontiac Supercross.

Henry held on to take a narrow win over Emig, Hughes and Windham. Finishing one spot out of the transfers was Ward in sixth, followed by Bradshaw, Team PJ1/Xtreme/Atomic 22's Jimmy Button and Great Western Bank/Innovation Sports' Phil Lawrence.

Honda of Troy's Mike Craig led from start to finish in the second heat race, while McGrath got the crowd's attention when he bailed in the whoops on the fourth lap, recovering in last place.

"I got a bad start," said McGrath. "I was on the inside and someone shut me down. No big deal, I hit the hay bales and fell over."

McGrath began his charge through the pack while Craig opened up a big lead over LaRocco, Lusk, and John Starling Racing's Travis Hodges. Hodges, however, nearly bailed hard when he drifted almost off the track over one of the track's two big triple jumps. He eventually pulled out of the race.

Just after the halfway point, McGrath passed Lusk for third, then engaged in a duel for second with LaRocco but just couldn't find the opening he thought was safe enough to make a pass.

"I was right on LaRocco and I didn't want to force anything in a heat race," admitted McGrath. "I gave up. (I thought) 'No problem, I'm in third.' Then I saw him again and I thought, 'Shoot,' and got back on him but really didn't want to get into it."

Craig finished way out in front with a big lead, followed by LaRocco, McGrath and Lusk. Honda of Troy's Mike Brown finished just out of the money, inches ahead of teammate Swink, Team Noleen's Kyle Lewis and Great Western Bank/Innovation Sports' Denny Stephenson.

Ward made it look easy in the first semi as he led from start to finish, scoring an unchallenged win, though Lawrence kept him honest throughout the race, taking runner-up honors over Albertyn, Bradshaw and Button.

Lewis led the second semi for a while until Brown passed him on the third lap and began pulling away. Behind them, GWB's Stephenson and Buddy Antunez, BT Racing's Mike Jones and Swink were all mixing it up with Swink making all the right moves to land third by the end of the race. Fourth went to Antunez and fifth to Stephenson. Bromley Suzuki/Performance Engineering-backed rider Barry Carsten finished next, but he, along with Jones, had to ride the LCQ.

Jones, F&S/PJ1/Arenacross' Todd DeHoop and KTM's Kevin Crine went at it for the final two positions of the night in the LCQ. Jones pretty much led the whole way while DeHoop and Crine mixed it up. At one point, Crine looked to have the final transfer ticket in hand until he suddenly slowed and let DeHoop by. Crine, who has been bothered by a nagging ankle injury, tried coming back but could not get around DeHoop.

The 250cc main event saw Lusk power his factory Suzuki into the lead, a spot he managed to hold through the first, sweeping left-hand turn. Right behind him was Button and Henry. Back in sixth was McGrath, and even further back were LaRocco and Bradshaw.

Button soon fell and picked up his black and yellow Yamaha in last place and would eventually salvage 13th.

Being back in sixth didn't bother three-time champ McGrath.

"I knew I was fast tonight," he said. "Because of the heat race earlier I felt really good and I wasn't really worried. I'm mean I'm used to it; I've been getting sixth-place starts lately."

Lusk held on to the lead for two laps until Hughes made his move to the front, and a few turns later, Lusk shot off the track and crashed.

"I just cross-rutted in the whoops before the uphill," said Lusk, who reentered the race in 13th.

McGrath, meanwhile, had made a few slick moves on Emig, Lawrence, Lewis, Swink and Ward during his quick climb to second place, which he had control of after the third lap. He particularly enjoyed the passes he put on Ward and Emig.

"I made a killer pass on Ward and Emig on the first lap on the flat track corner by the start chute," said McGrath. "I went on the outside of Ward, just pitched it - so cool! I've ridden speedway before just for fun - felt like a little speedway action out there."

A small gap now separated him from leader Hughes.

"I was feeling really good and strong," said Hughes. "I thought this might be the night."

McGrath slowly chipped away at Hughes' lead until he was right on his tail. Hughes, however, kept his cool and held McGrath at bay for a number of laps. At one point, the two riders bumped into each other in a tight right-hand turn.

"He (Hughes) had a couple seconds lead and then Ryno and I bumped a little bit there," said McGrath. "But he came in; he like saw me and gassed it, slid, and came into me. I mean, I didn't mean to do it, really. It was just a friendly little thing."

Hughes was no doubt riding one of his best races of the year.

"Everything was going good, then I started thinking, and that was my problem. I started thinking too much."

During the seventh lap, Hughes misjudged a double step-up jump and clipped the top of the second jump which slowed him down just enough to let McGrath by. Hughes did an admirable job trying to hang with the new leader but just couldn't quite do it, as his arms began pumping up. McGrath stretched out his lead by approximately a second a lap over Hughes and the Honda rider would finish out the race with 12 flawless laps.

While McGrath and Hughes were battling, Lawrence was watching all the action from behind in third, until Emig relegated him to fourth on the 10th lap. Emig had almost invisibly climbed through the pack after his midpack start and was now beginning to threaten Hughes for second. By the 11th lap Emig was glued to his teammate's rear fender but seemed to be taking his time setting him up for the inevitable pass.

"I wanted to be real cautious with him (Hughes)," said Emig. "We kind of got together in the heat race tonight and there's a little bit of bad feelings. So I wanted to make sure I got by him real clean, so I made a real clean pass on him. I knew his arms would probably pump but he still would be going for it, because that's his attitude. He'll fight you right down to the checkered."

Emig made his move on Hughes through the whoops and would gradually pull away from his teammate as well as gain some ground on McGrath - moving to within five seconds.

"I knew I had about five seconds on him (Emig)," said McGrath. "I was really relaxed and just held my ground."

Round 12: Pontiac Silverdome

(Above) Yamaha's John Dowd (7) and Team SplitFire/Pro Circuit/Kawasaki's Mickael Pichon (1) battled back and forth in the 125cc main. Dowd hung on to win. (Right) Suzuki's Tim Ferry (20) and Grayson Goodman (72) got the jump at the start of the 125cc main. Ferry would later pull out with a knee injury, and Goodman would finish ninth. Nathan Ramsey (47) finished on the podium for the first time after taking third. (Below) Ryan Hughes (5) held McGrath at bay for five laps before arm-pump got the best of him. Hughes would finish fourth.

PHOTO BY TODD SWIFT

Hughes' problems weren't over yet, as Lusk began pressuring the Kawasaki rider. On the last lap, Lusk got by Hughes through a whoop section and hung on for a well-deserved third.

"It took me a little while to get going," said Lusk, "but once I did... Had I not have crashed, I think Jeremy still would've gotten me and pulled a little lead, but then I think I would've pulled him at the end. It could've been close."

Putting in one of his best rides of the season was Swink who finished a distant fifth, ahead of Lawrence and Henry, who started the race in third. Henry ran eighth for much of the latter portion of the race until passing Albertyn three laps from the finish. Ward also got by Albertyn about the same time, taking eighth. Albertyn and LaRocco rounded out the top 10.

Finishing 11th was Bradshaw, who just could never get going after is 17th-place start. Neither could Windham who flipped-flopped between 11th and 12th all race long; he ended up 12th.

Finishing 13th was Button, followed by Brown who ran as high as eighth early in the race. Antunez finished 15th, ahead of Stephenson and Lewis, who crashed on the ninth lap while running 14th. DeHoop, Jones and Craig rounded out the final 20. Craig was running in ninth before pulling out of the race with bike problems.

125cc

Dowd won the opening 125cc heat race, but Jim's Motorcycle Sales' Jim Neese gave him a good fight down to the finish, while Honda/Suzuki North's Grayson Goodman took a close third.

Pichon came from behind to win the second heat race over F&S Suzuki's Davey Yezek and Thor/Team Kawasaki's Jeromy Buehl. The LCQ was won by Michigan's own Jeff Curry, on his Performance Engineering-backed Suzuki, while Tom Clowers, James Eickel and Jim Chester filled out the final transfer positions.

Goodman and Suzuki's Tim Ferry led Dowd and the rest of the field through the first turn of the feature race, but it was Dowd leading the way after the first lap, while Pichon began his drive to the front from 11th place.

Ferry soon took care of Goodman and began sizing up Dowd. For the next four laps, Ferry chased down the Yamaha rider and eventually passed him through the whoops. Knowing that Pichon was rapidly moving up through the pack, Dowd found a second wind and went after Ferry. Three laps later, Dowd was leading again.

Ferry began tiring as Pichon moved into third and quickly reeled in the factory Suzuki rider. Pichon, on the chromed SplitFire/Pro Circuit Kawasaki, outgunned Ferry through the whoops three laps later and was now in hot pursuit of the leader, Dowd.

At this point, it was obvious that Dowd's lead was going to be challenged shortly - and it was.

By the 10th lap, Pichon had caught right up to Dowd and was searching for an opening, which he soon found. It took Pichon a full straightaway to complete his pass on Dowd and, as he did, looked over his shoulder at Dowd, midair, over a double jump.

"I knew he (Pichon) was coming," admitted Dowd. "I started getting a little tight, making mistakes. I certainly made it a little easier for him. We went at it pretty hard there for a while."

Pichon began pulling away from Dowd and looked to be headed to his sixth main-event win of the year but suddenly went off the track in the whoops, and Dowd motored by him and into the lead for the third time.

"I got one wheel in a rut and the rear wheel in another," said Pichon.

"That was definitely a gift," said Dowd of Pichon's crash.

With four laps remaining, Dowd enjoyed a modest five-second lead over Pichon, who was beginning his second charge. It looked as though Pichon would catch Dowd by the finish, but Pichon nearly went over the bars when he clipped a double jump, which ended his pursuit.

"After I got going again, I couldn't breathe and started making mistakes," said Pichon. "And the mistakes were just making me more tired."

"It was kind of funny that it worked out this way," said Dowd. "Right before I left the gate, the last thing my mechanic said to me was if I was to get second, at least go down fighting. The guys at Yamaha don't care what happens but want me to get out there and be duking it out hard. I guess I'm not aggressive enough. I just wanted to hang in there tough; wanted to dice with him (Pichon)."

Nathan Ramsey and Scott Sheak decided their race-long duel on the last lap when the two got together with Sheak crashing.

"It was a good race," said Ramsey. "We were close. He (Sheak) went up high in the turn; I took him up high. I didn't mean to take him out, but that's the way it goes."

Sheak rode his Suzuki across the finish line in fourth, while Yezek rounded out the top five. Shaun Perolio, John Hedden, Tom Clowers, Goodman and Curry filled out the next five positions. CN

Pontiac Silverdome
Pontiac, Michigan
Results: April 13, 1996 (Round 12 of 15)

125 HEAT 1 (6 laps, 9 transfer): 1. John Dowd (Yam); 2. Jim Neese (Hon); 3. Grayson Goodman (Suz); 4. Brian Deegan (Hon); 5. Tim Ferry (Suz); 6. Cory Keeney (Yam); 7. Jeff Yentzer (Kaw); 8. Adam Humphrey (Suz); 9. John Hedden (Suz); 10. Josh Demuth (Yam); 11. Steven Herman (Suz); 12. Jim Chester (Suz); 13. Jeff Curry (Suz); 14. Jeff Baker (Yam); 15. Shane Slother (Yam); 16. Chadwick Shepard (Suz); 17. Jacob Dombrosky (Suz); 18. Tony Lorusso (Hon); 19. Karter Busse; 20. Marcelo Hugo Sanchez (Suz).
Time: 6 minutes, 20.870 seconds

125 HEAT 2 (6 laps, 9 riders transfer): 1. Mickael Pichon (Kaw); 2. Davey Yezek (Yam); 3. Jeromy Buehl (Kaw); 4. Shaun Perolio (Kaw); 5. Nathan Ramsey (Suz); 6. Barry Carsten (Suz); 7. Scott Sheak (Suz); 8. Robbie Skaggs (Kaw); 9. Doug Dehaan (Suz); 10. Ryan Duff (Hon); 11. Doug Stone (Kaw); 12. David Kratz (Suz); 13. Chad Kresge (Suz); 14. Tom Clowers (Suz); 15. Michael Treadwell (Suz); 16. James Eickel (Hon); 17. Brad Woolsey (Kaw); 18. Joel Dengler (Suz); 19. Jim Jones (Suz); 20. James Povolny (Kaw).
Time: 6 min., 10.880 sec.

125 LCQ (4 laps, 4 riders transfer): 1. Jeff Curry (Suz); 2. Tom Clowers (Suz); 3. James Eickel (Hon); 4. Jim Chester (Suz); 5. Steven Herman (Suz); 6. Josh Demuth (Yam); 7. Jeff Baker (Yam); 8. Brad Woolsey (Kaw); 9. James Povolny (Kaw); 10. Michael Treadwell (Suz); 11. Chad Kresge (Suz); 12. Chadwick Shepard (Suz); 13. Karter Busse; 14. Jacob Dombrosky (Suz); 15. Joel Dengler (Suz); 16. Jim Jones (Suz); 17. Shane Slother (Yam); 18. Marcelo Hugo Sanchez (Suz); 19. David Kratz (Suz); 20. Doug Stone (Kaw); 21. Ryan

Kawasaki TEAM GREEN

Kawasaki MOTORSPORTS

MARCH RESULTS

The success of Ty Davis has made a lot of other riders change their diets. Unfortunately for them, dust has no nutritional value.

Team Green's Ty Davis and Paul Krause won the inaugural Las Vegas-to-Reno off-road race on a Friday. Then, with the dust from 300 miles of Nevada desert scarcely wiped from his goggles, Davis arrived in Lubbock, Texas and picked up his second win in three days. Despite the extremely challenging course, Davis rode his KX250 to victory for the third time in one month, sealing the deal with a scorching performance over the MX section of the course. Wins are especially important for Davis this year as he attempts to split time between Enduro and Hare & Hound events. Ty is aiming for an unprecedented championship in both categories. After the way he's ridden this March, we like his chances.

Gaddis, Buehl look back on a very green season.

Jimmy Gaddis probably sees teammate Jeromy Buehl in the mirror when he's brushing his teeth. The two THOR/TEAM KAWASAKI riders tore through the 1996 Arenacross series, exchanging the points lead and amassing an almost obscene total of 26 victories between them before finishing first and second for the season. When the smoke cleared, Gaddis had the edge, by three tiny points. Next year, look for these these two riders to continue their scorching pace.

What it means to be Green.

Besides their winning bikes, Kawasaki riders share other green commodities – cash and track-side support. In addition to putting up more than $2.6 million in contingency money, Team Green™ provides Off-Road Racing an Amateur Motocross rider support, track-side technical service and emergency track-side parts support at over 300 events per year. For details, see your local participating Team Green dealer.

Arenacross (round 10) Riverfront Coliseum Cincinnati, Ohio February 16-17, 1996

Friday
125 Pro

Jeromy Buehl	1st

Saturday
125 Pro

Jeromy Buehl	1st

250
Pro

Jimmy Gaddis	1st

Arenacross (round 11) New Haven Veterans Memorial Coliseum New Haven, Connecticut February 23-24, 1996

Friday
125 Pro

Jeromy Buehl	1st

Saturday
125 Ex

Jeromy Buehl	1st
Jimmy Gaddis	2nd

Arenacross Finals (round 12) Denver Coliseum Denver, Colorado March 1-2, 1996

Friday
250 EX

Jeromy Buehl	1st
Jimmy Gaddis	2nd

Saturday
250 EX

Jeromy Buehl	1st

AMA Mid-South Winter Hare Scramble Series (round 5) Sugar Hill HS Bolivar, Tennessee March 3, 1996

250 A

Steve Gordon	1st

200 A

John Sheadham	1st
Barry Brazier	2nd
John Leonard	3rd
Dave Phillips	4th
Eddie Denfip	5th

Alligator Enduro Daytona Beach, Florida March 8, 1996

A 0-200

Tommy Veactor	1st

A 4-STK

John Burleson	1st

AMA National Championship Enduro Series (round 2) Cajun Classic Enduro, Forest Hill, Louisiana March 17, 1996

O/A

Ty Davis	1st

200-A

Kelly Getz	1st
Jeff Kirchner	2nd
David Crain	3rd
Harvey Whipple	4th

AMA National Championship Hare & Hound Series (round 2) Idaho National Hare & Hound, Murphy, Idaho March 17, 1996

O/A

Greg Zitterkopf	1st
Paul Krause	2nd

Open EX

Paul Krause	1st

Vet

Greg Zitterkopf	1st

AMA Mid-South Winter Hare Scrambles Series (finals) Land Between the Lakes, Cadiz, Kentucky March 24, 1996

250 A

Steve Gordon	1st

Open A

Mike Stinnett	1st

4-STRK

Cody Maxwell	1st

Best in the Desert Grand Slam Championship Series (round 3) Las Vegas to Reno, Reno, Nevada March 29, 1996

O/A

Ty Davis/Paul Krause	1st
Greg Zitterkopf/Dave Ondas	2nd

250 Pro

Steve Hengeveld/Dannie Book	1st

0-25 EX

Marc Cartwright/Chris Stewart/ Kevin Smith	1st

0-30 EX

Billy Fullmer/Mark Daniels/Kurt Hintz	1st

0-40 Pro

Bill Maxim/Gary Vanderpaol	1st

Open AM

Jonh-Federick/Scott Vanbargen/ Bob Vanbargen	1st

AMA Enduro Championship Series (round 3) Lone Star Enduro Lubbock, Texas March 31, 1996

O/A

Ty Davis	1st

BEL-RAY NGK SCOTT USA DUNLOP ACERBIS BELL enthal SUBAKI TRICK alpinestars

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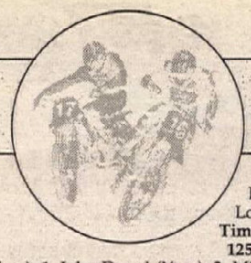

SUPERCROSS
AMA Supercross Series

Round 12: Pontiac Silverdome

Duff (Hon); 22. Tony Lorusso (Hon).
Time: 4 min., 15.690 sec.

125 MAIN (15 laps, 22 riders): 1. John Dowd (Yam); 2. Mickael Pichon (Kaw); 3. Nathan Ramsey (Suz); 4. Scott Sheak (Suz); 5. Davey Yezek (Yam); 6. Shaun Perolio (Kaw); 7. John Hedden (Suz); 8. Tom Clowers (Suz); 9. Grayson Goodman (Suz); 10. Jeff Curry (Suz); 11. Jeromy Buehl (Kaw); 12. Brian Deegan (Hon); 13. Cory Keeney (Yam); 14. Adam Humphrey (Suz); 15. Robbie Skaggs (Kaw); 16. Jim Neese (Hon); 17. Jeff Yentzer (Kaw); 18. Doug Dehaan (Suz); 19. James Eickel (Hon); 20. Tim Ferry (Suz); 21. Jim Chester (Suz); 22. Barry Carsten (Suz).
Time: 16 min., 14.002 sec.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 9 of 11 rounds): 1. Mickael Pichon (193/5 wins); 2. John Dowd (169/2 wins); 3. Tim Ferry (128); 4. Nathan Ramsey (124); 5. Scott Sheak (116); 6. Brian Deegan (104); 7. Cory Keeney (86); 8. Davey Yezek (85); 9. Jeff Curry (75); 10. Shaun Perolio (66); 11. Barry Carsten (65); 12. Tommy Clowers (57); 13. Robbie Skaggs (50); 14. Jim Neese (48); 15. (TIE) Adam Humphrey/Jeromy Buehl (15); 17. John Hedden (24); 18. Grayson Goodman (22); 19. James Eickel (20); 20. Jeff Yentzer (18).

250 HEAT 1 (8 laps, 4 riders transfer): 1. Doug Henry (Yam); 2. Jeff Emig (Kaw); 3. Ryan Hughes (Kaw); 4. Kevin Windham (Yam); 5. Larry Ward (Hon); 6. Damon Bradshaw (Yam); 7. Jimmy Button (Yam); 8. Phil Lawrence (Kaw); 9. Todd DeHoop (Suz); 10. John Hedden (Suz); 11. Kevin Crine (KTM); 12. Alex McElyna (Yam); 13. William Wilson (Hon); 14. Christopher Pomeroy (Hon); 15. Adam Martin (Hon); 16. Brian Markovich (Suz); 17. Doug Stone (Kaw); 18. Greg Albertyn (Suz); 19. Jim Jones (Suz); 20. Mike Treadwell (Suz).
Time: 8 min., 08.130 sec.

250 HEAT 2 (8 laps, 4 riders transfer): 1. Mike Craig (Hon); 2. Mike LaRocco (Suz); 3. Jeremy McGrath (Hon); 4. Ezra Lusk (Suz); 5. Mike Brown (Hon); 6. Brian Swink (Hon); 7. Kyle Lewis (Yam); 8. Denny Stephenson (Kaw); 9. Dave Castillo (Kaw); 10. Mike Jones (Suz); 11. Chadwick Shepard (Suz); 12. Tim Hawthorne (Hon); 13. Justin Blake (Kaw); 14. James Povolny (Kaw); 15. John Fesler (Yam); 16. John Davis (Hon); 17. Barry Carsten (Suz); 18. Travis Hodges (Suz); 19. Buddy Antunez (Kaw); 20. Joel Dengler (Suz).
Time: 8 min., 12.980 sec.

250 SEMI 1 (6 laps, 5 riders transfer): 1. Larry Ward (Hon); 2. Phil Lawrence (Kaw); 3. Greg Albertyn (Suz); 4. Damon Bradshaw (Yam); 5. Jimmy Button (Yam); 6. John Hedden (Suz); 7. Doug Stone (Kaw); 8. Todd DeHoop (Suz); 9. Christopher Pomeroy (Hon); 10. Alex McElyea (Yam); 11. William Wilson (Hon); 12. Adam Kartin (Hon); 13. Mike Treadwell (Suz); 14. Brian Markovich (Suz); 15. Jim Jones (Suz); 16. Kevin Crine (KTM).
Time: 6 min., 0.660 sec.

250 SEMI 2 (6 laps, 5 riders transfer): 1. Mike Brown (Hon); 2. Kyle Lewis (Yam); 3. Brian Swink (Hon); 4. Buddy Antunez (Kaw); 5. Denny Stephenson (Kaw); 6. Barry Carsten (Suz); 7. Michael Jones (Suz); 8. James Povolny (Kaw); 9. Dave Castillo (Kaw); 10. Chadwick Shepard (Suz); 11. Tim Hawthorne (Hon); 12. John Fesler (Yam); 13. Justin Blake (Kaw); 14. John Davis (Hon); 15. Joel Dengler (Suz); 16. Travis Hodges (Suz).
Time: 6 min., 10.610 sec.

250 LCQ (4 laps, 2 riders transfer): 1. Mike Jones (Suz); 2. Todd DeHoop (Suz); 3. Kevin Crine (KTM); 4. Doug Stone (Kaw); 5. Chadwick Shepard (Suz); 6. Mike Treadwell (Suz); 7. James Povolny (Kaw); 8. John Davis (Hon); 9. John Fesler (Yam); 10. Christopher Pomeroy (Hon); 11. William Wilson (Hon); 12. Tim Hawthorne (Hon); 13. Justin Blake (Kaw); 14. Joel Dengler (Suz); 15. Jim Jones (Suz); 16. Brian Markovich (Suz); 17. Adam Martin (Hon); 18. Alex McElyea (Yam); 19. John Hedden (Suz); 20. Dave Castillo (Kaw); 21. Barry Carsten (Suz); 22. Travis Hodges (Suz).
Time: 6 min., 25.590 sec.

250 MAIN (20 riders, 20 laps): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Ezra Lusk (Suz); 4. Ryan Hughes (Kaw); 5. Brian Swink (Hon); 6. Phil Lawrence (Kaw); 7. Doug Henry (Yam); 8. Larry Ward (Hon); 9. Greg Albertyn (Suz); 10. Mike LaRocco (Suz); 11. Damon Bradshaw (Yam); 12. Kevin Windham (Yam); 13. Jimmy Button (Yam); 14. Mike Brown (Hon); 15. Buddy Antunez (Kaw); 16. Denny Stephenson (Kaw); 17. Kyle Lewis (Yam); 18. Todd DeHoop (Suz); 19. Mike Jones (Suz); 20. Mike Craig (Hon).
Time: 20 min., 28.780 sec.
Margin of victory: 5.006 sec.

250 SUPERCROSS SERIES POINT STANDINGS (After 12 of 15 rounds): 1. Jeremy McGrath (300/12 wins)*; 2. Jeff Emig (199); 3. Ryan Hughes (190); 4. Damon Huffman (171); 5. Mike LaRocco (167); 6. Ezra Lusk (162); 7. Phil Lawrence (160); 8. Damon Bradshaw (160); 9. Brian Swink (139); 10. Larry Ward (123); 11. Steve Lamson (107); 12. Mike Craig (92); 13. (TIE) Jimmy Button/Mike Brown (85); 15. Greg Albertyn (74); 16. Kyle Lewis (63); 17. (TIE) Buddy Antunez/Kevin Windham (49); 19. Doug Henry (47); 20. Denny Stephenson (36).
*Clinched championship

Upcoming Rounds:
Round 13 - Charlotte, NC, April 20
Round 14 - St. Louis, MO, April 27

AMA Executive Director Tom Mueller presented McGrath and his tuner Skip Norfolk the number-one plate despite three races yet to be run. Never before has the series been clinched so early.

Briefly...

Team Kawasaki's **Damon Huffman** will sit out the rest of the supercross series with an injured knee. Huffman hurt the knee at the previous week's Tampa Supercross when he missed a shift over a double and endoed on the hard-packed track. It wasn't until later that night that he realized he had done serious damage to the joint when it began swelling. According to his mechanic Brian Lunniss, Huffman couldn't even walk by the end of the night and had to be carried around. "He had the knee X-rayed, but that didn't reveal a whole lot," said Lunniss. "He's going to have an MRI to be sure. As of right now, Damon will be out till at least Hangtown (May 5), but that could change (for the worse)."

Damon Huffman's crash at Tampa raised a question from the Kawasaki pits. "When Damon crashed he was knocked out and our guys (Jeff Emig and Ryan Hughes) said he was lying right in middle of the track," said **Brian Lunniss**. "They had the yellow flag out and everything, and they had the riders going single file by him, which was good, but this might've been a good situation to actually stop the race. They could've restarted them staggered and gone on with the race; they do it in all other forms of racing. In all my years, I've never seen them stop a supercross, except for maybe a couple of times in the '70s."

Team Suzuki's **Ezra Lusk** had a miserable time in Pontiac. On Friday night, Lusk became extremely ill and was taken to the hospital with what was later diagnosed as food poisoning. Lusk was administered an IV and was eventually released from the hospital about 4 a.m. Saturday. "We stopped at a Burger King and got a chicken sandwich, just a little snack to hold me over," said Lusk. "That was it. Twenty minutes later I was throwing it up. I still felt a little woozy before the main. I just didn't have any food in my system, but once I got going I was okay. Then I started feeling a little woozy toward the end, my stomach was getting upset. Considering I was sitting in the hospital at three (o'clock) this morning, I did pretty good. That's it, no more fast food for me, no more."

After taking the checkered flag and officially clinching the '96 AMA Supercross title for the fourth time, **Jeremy McGrath** stopped at the pit area and picked up his tuner **Skip Norfolk**. The two then took a slow celebration lap around the track on McGrath's bike. Plus, within seconds of finishing, Team Honda was already passing out victory T-shirts and hats. The shirts were black with four number-one plate logos on the back, each representing the year in which McGrath won his previous supercross titles.

Jeremy McGrath: No other rider in history has won four consecutive supercross titles. Last year, McGrath tied Bob Hannah's record at three, but now McGrath owns the record outright with his fourth straight championship.

The general consensus of the Pontiac track, constructed by **Dirt Wurx Inc.**, was that it was one of the best all year long. **Jeremy McGrath** loved it. "This track was really awesome," said McGrath. "I loved it. Finally, they made a killer track. There were two sets of whoops, different kinds of whoops. They weren't your standard stutter bumps that make you blind, that shake your head so much. There was a lot of variety out there. Loved it. They did a great job."

No parking: The AMA has been stressing to the major race teams and privateer teams to "pack light" for the April 27 St. Louis Supercross. Due to construction at the **Trans World Dome** race site, there is very little - more like *no* - parking space for the racing teams. "There simply is no place to park," said the AMA's Duke Finch. "We're requesting that teams get together and condense their equipment. There just won't be any room for motorhomes or oversized trucks. The promoters have rented 14 loading docks where the major teams with the big rigs can work out of. Basically everyone is going to have to unload and haul their stuff into the convention center at the stadium. They can unload on Friday and leave their stuff there through Saturday."

KTM was back in action at Pontiac. Last week at Tampa neither **Ty Wallace** nor **Kevin Crine** were able to ride due to injuries, but at Pontiac, at least Crine was able to compete. Crine tweaked his ankle at Indianapolis the week before Tampa and was still too sore to race in Florida. Crine missed transferring to the main by one position. Wallace decided to let his ailing wrist heal one more weekend before returning to the lineup next week at Charlotte.

After a couple of less-than-spectacular outings the past couple of weeks, Team Suzuki's **Mike LaRocco** made a big turnaround last week at Tampa. Why? Well, according to team manager Roger DeCoster, " He went back to the stock motor. We've been trying a bunch of different things and last week at Tampa we pretty much went back to the stock motor - cylinder, standard valves. He still uses a works pipe and a few other little things. This will be about the first time we haven't changed anything two weeks in a row." LaRocco finished second to Mike Craig in the second heat race but couldn't make up for a poor start in the main, where he finished 10th.

Larry Brooks, team manager for the Chaparral racing team, was absent at Pontiac. Brooks suffered a badly broken right elbow at the Daytona Supercross in March and was forced to undergo reconstructive surgery on the elbow a few days before Pontiac. The elbow had to be rebroken and reset; which required a bone graft from his left hip. "He'll be in a cast for quite a while," said Steve Edwards, Brian Deegan's mechanic. "He can't walk right now, and I don't understand why they took the bone graft out of his left hip, because now he can't lay on either side." The previous week, Brooks announced his racing retirement because of the injury and he will now concentrate full time on being the team's manager.

Speaking of Team Chaparral, **Greg Schnell** was a no-show at Pontiac. The West Coast 125cc Series rider made his 250cc debut last week at Tampa but failed to make the main event. As a result, Schnell chose not to compete in the 250cc class at Pontiac rather than risk the third place in the West Coast 125cc Series standings which he currently enjoys.

After qualifying for the 250cc main event for the first time in his career the previous week at the Tampa Supercross, Great Western Bank/Innovation Sport's **David Castillo** came close to a repeat performance until crashing in the last chance qualifier. Castillo was running third - one spot from the final transfer position - early in the LCQ when he endoed. The crash also took out Suzuki riders John Hedden and Barry Carsten, both of whom slammed into Castillo and his bike. Castillo was shaken up in the crash but was otherwise okay.

Looking good doesn't come cheaply: While the Team SpliteFire/Pro Circuit/Kawasaki bikes might look cool with their chome-plated radiator shrouds, front fender, fork sliders and front number plate, they certainly aren't cost effective. "They look good but don't last," said Mickael Pichon's mechanic **Chad Watts**. "It costs about $125 a set to have chromed, and you have to replace them a lot. We get about two races out of the radiator shrouds and about four races out of the number plate. The fork guards have to be replaced every race, but the fenders don't have to replaced very often."

On the subject of the SplitFire team, West Coast 125cc series contenders **Chad Pederson** and **David Pingree** are well down the road to recovery. Pederson, who broke his arm at the Minneapolis Supercross in January, has been practicing and competed recently in a local race in California. Pederson will not compete at any more supercross races this year and is expected to make his return at the Hangtown National, May 5. Pingree, who broke his leg in February, underwent total knee reconstruction three weeks ago. "They had to rebuild the ACL, and he just started therapy a couple of days ago," said Chad Watts. "They had to wait for his femur to heal before they could operate on his knee. He hopes to be back for Washougal (August 18)."

Ever wonder how many autographs **Jeremy McGrath** signs each weekend? Team Honda crew member Ben Cheatwood did. "I've been studying this for a while, and I think I got it figured out," he said. "We figure he signs anywhere from 2000 to 2500 autographs each weekend, plus 150 to 200 photos with people. He says he doesn't mind at all, he likes it. Sometimes we have to slow him down."

After winning his heat race earlier in the night, Honda of Troy's **Mike Craig** had to pull out of the main event while running in the pack. His bike started bogging over the jumps, and Craig decided it was just too risky to continue. It was later discovered that dirt had gotten into his bike's carburetor and was clogging the main jet.

For winning, **Jeremy McGrath** took home $5000 from the $30,000 250cc-class purse, while **John Dowd** pocketed $2000 from the $10,200 125cc-class purse.

See the 1996 Models at these Kawasaki Dealers

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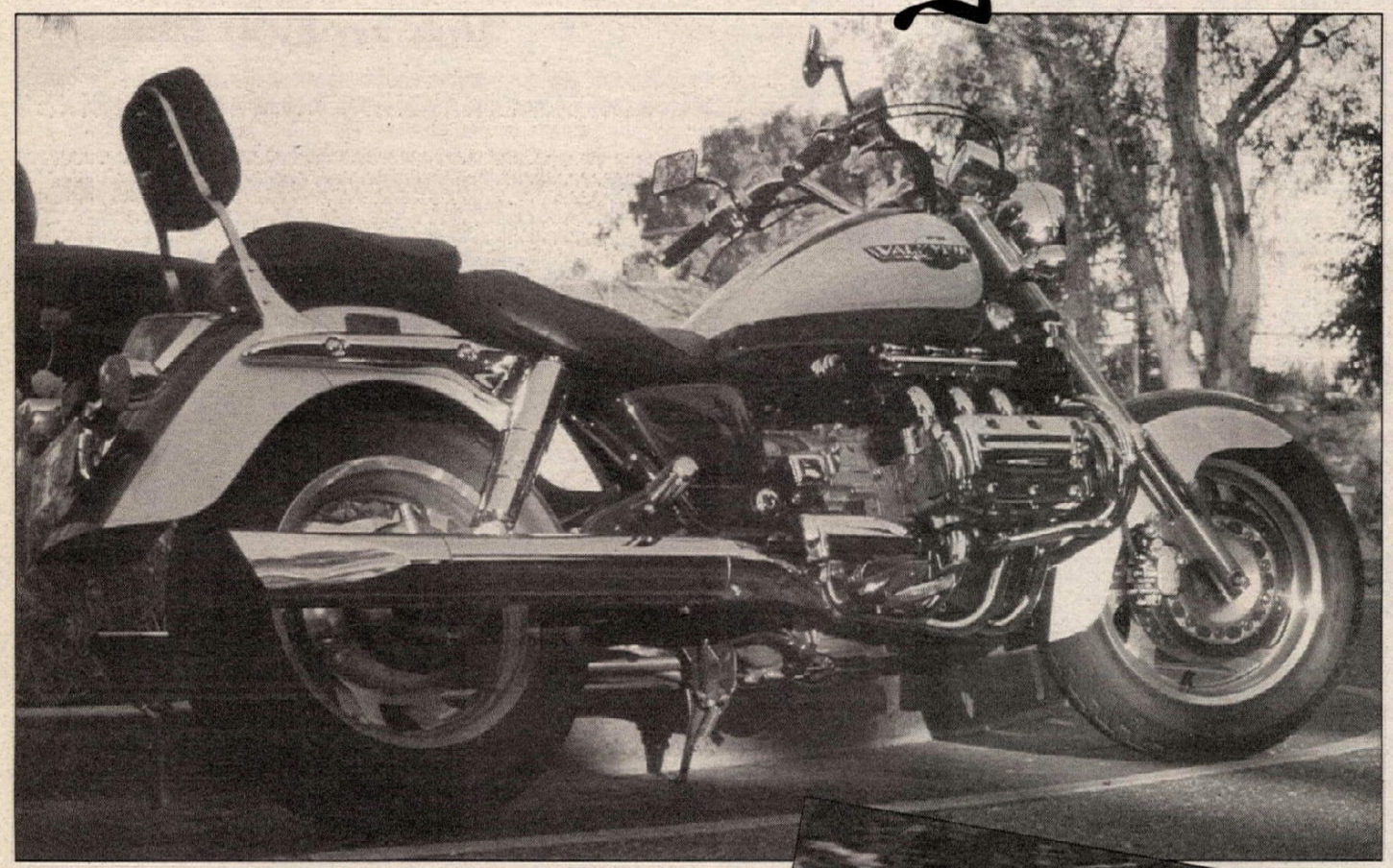
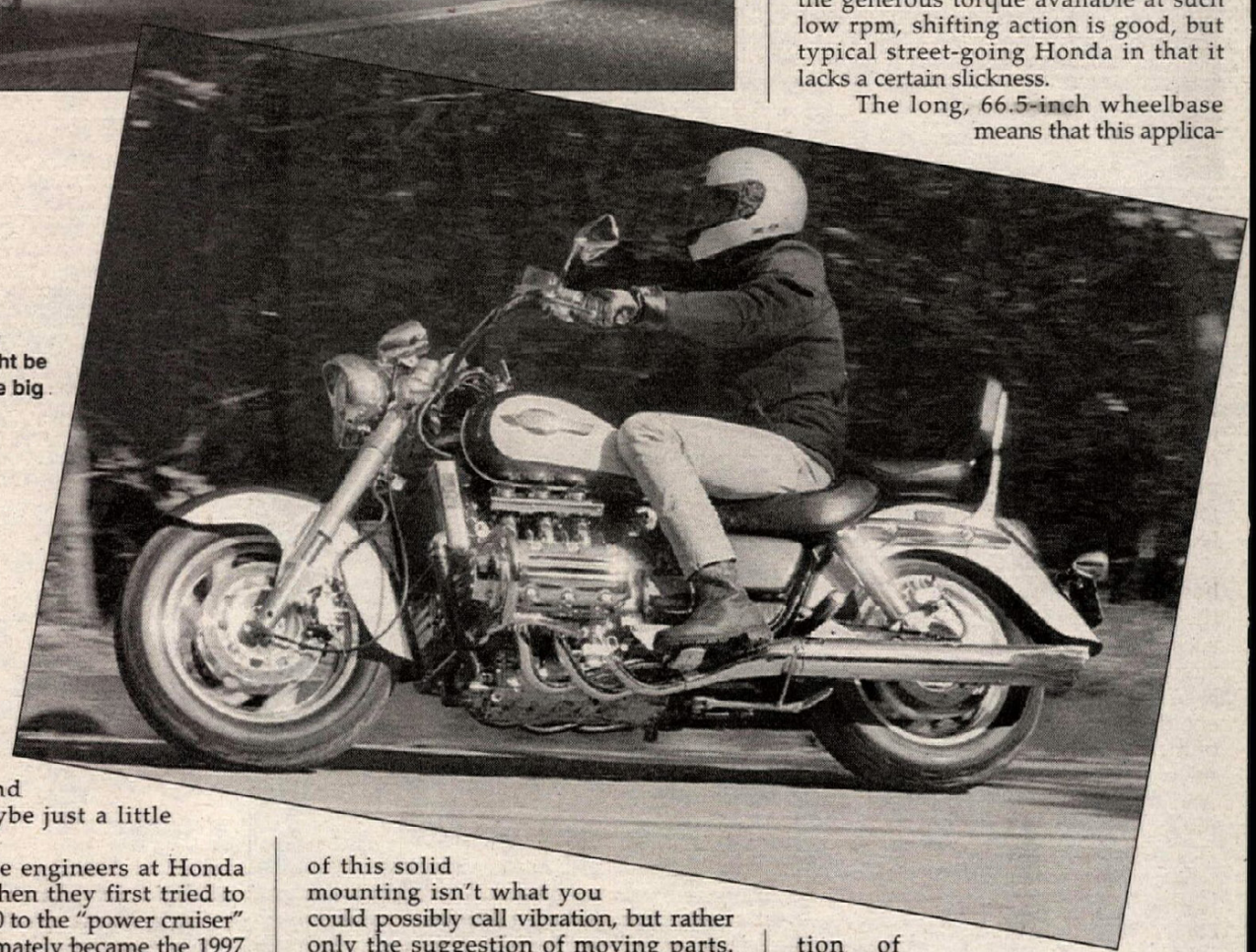


By Mark Hoyer

Getting a first look at a motorcycle and not being able to ride it, like Honda did to us with the 1997 F6 Valkyrie "power cruiser" introduction this January in Chicago, may be all part of releasing a new model, but it doesn't reveal anything about the stuff that really counts on a new bike. Good for whetting the appetite, but what can you tell about the important stuff like overall riding experience, and, particularly for a cruiser, its soul? Rumors were flying late last year that Honda was to release an all-new cruiser using the venerable GL1500 powerplant designed for the Gold Wing, but until we finally got official word we must admit we had our doubts. Face it, the Gold Wing engine was designed to be as unobtrusive as possible, to provide smooth torque and seamless power delivery. How can you make a cool cruiser out of that? Honda told us there were a host of changes made to liven up both the performance and the sound to give the Valkyrie a hot-rod, V-eight kind of feeling from stoplight to stoplight. Even so, we had our doubts.

Then we went riding.

Honda should be proud of its engineers for their dramatic transformation of the mild-mannered GL1500 Gold Wing engine from its somewhat sleepy competence to the barking heart of a hot rod. What was once Dr. Jekyll is now Mr. Hyde. That flat-six is perhaps the pinnacle design as far as touring powerplants go, providing a torquey, super-smooth output that made it almost completely transparent in its operation. Healthy but sedate. Add rubber mounting as found on the Wing, and about the only way to tell when it's time to shift is to glance at the tachometer. We're talking smooth and quiet - and maybe just a little uninspiring.



(Right) Calling the Valkyrie agile might be a bit much, but the big bike supports a surprisingly brisk pace through the turns.

Of course, the engineers at Honda knew all this when they first tried to apply the GL1500 to the "power cruiser" concept that ultimately became the 1997 F6 Valkyrie, but tried the twin-carb engine, straight out of a GL chassis, anyway. No big surprise, but they came away unimpressed.

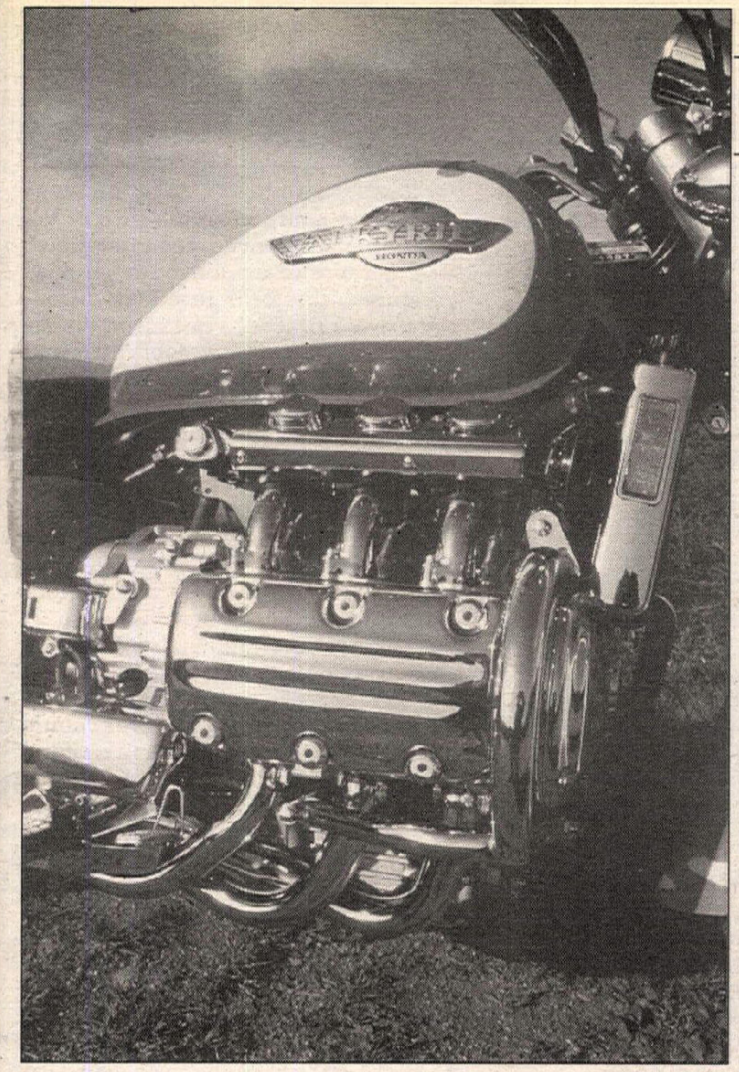
Something more radical, more visceral was needed. In the end, fat cams, valvetrain changes that allow a 1000-rpm-higher redline, and six carbs feeding six cylinders that exhale through a set of automotive-looking headers and a six-into-six exhaust system were adopted. To let the character of the powerplant make its way through to the pilot, the engine was solidly mounted in the single-backbone steel frame. The result of this solid mounting isn't what you could possibly call vibration, but rather only the suggestion of moving parts. And while the six 28mm carburetors seem integral to pumping up the output, they were initially called for by the stylists because it would look cool. "Over 100 horsepower" and a unique-to-the-motorcycle-world exhaust note were the net results. Oh, yeah, and instantaneous acceleration from almost anywhere in the powerband.

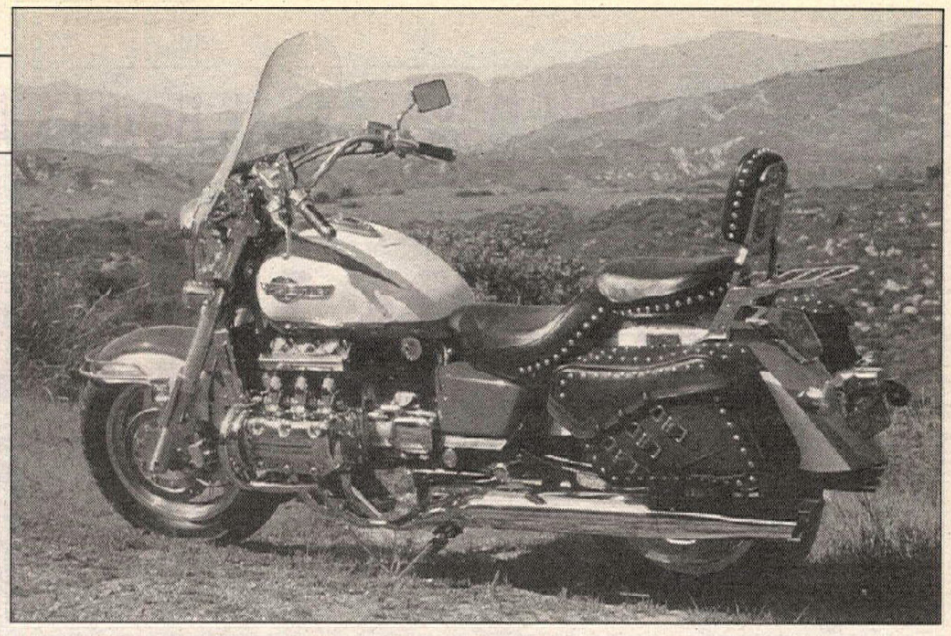
Thanks partially to the large displacement of 1520cc, this power isn't made at the expense of flexibility, as the engine is willing to accommodate just about any rpm and gear combination you hand it. Don't feel like shifting? No worries, just leave the gearbox in its tall fifth gear and let it idle down to a crawl. The Valkyrie will pull from as low as 800 rpm and offer no complaint. Conversely, when you're ready to let the Valkyrie fly, it'll do that too. At around 700 pounds the Valkyrie is no lightweight, but when you compare it to the Gold Wing's roughly 800-pound mass the F6 starts looking rather trim. And since the GL engine was originally designed to push this heavier weight with its large frontal area, it comes as no big surprise that the Valkyrie flat *goes* with the hopped-up version of the horizontally opposed six.

The F6 gets away from a dead stop with admirable zip (aided by a good clutch), but where the engine really shines is in the midrange, particularly around 3500 rpm. Third gear's a charm - just snap the throttle open and you're going *right now*, with the experience heightened by a throaty six-cylinder snarl that sounds more like a muscle car than any motorcycle has a right to. You can't call the exhaust note staccato, but it has about as much of that type of sound as a six-cylinder's firing order will allow. All the hard work by not only the powerplant guys, but by countless experiments with various exhaust setups paid off. And as Honda's head press man Gary Christopher was quick to point out, getting any kind of character from an exhaust system in light of the EPA's stringent noise-emission controls is an admirable accomplishment.

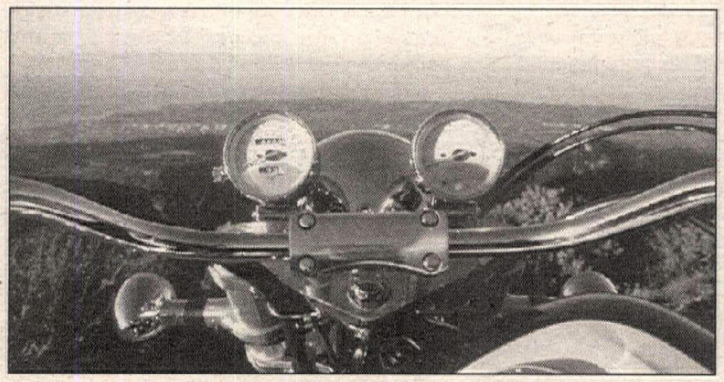
As little as it is required in light of the generous torque available at such low rpm, shifting action is good, but typical street-going Honda in that it lacks a certain slickness.

The long, 66.5-inch wheelbase means that this application of shaft drive produces no sudden changes in rear ride height with variations in throttle opening. Seemless downshifts are easily coordinated with the close-ratio transmission. Couple this with a rigid chassis and ample torque and the Valkyrie will accommodate and even entertain you on twisting roads. A brisk pace is both comfortable and easily supported, with the well-placed footpegs only touching down occasionally. A 45mm inverted fork keeps the big 150/80R17 Dunlop D206 radial well under control, and the bike feels firmly planted in corners. Wide handlebars





(Left) A modified version of the Gold Wing's GL1500 powerplant is used, but with a host of changes to make it more inspiring. (Below left) The white-faced gauges are handsome and easy to read. (Right) This accessorized Valkyrie is said to resemble the touring model due at the end of this year.



(Left) A six-into-six exhaust ensures that the Valkyrie sounds like nothing else on the road. (Below) The dual 11.65-inch discs at the front are fantastic.

provide ample leverage to keep steering effort low, even at parking-lot speeds.

So often with this type of bike, braking performance is overlooked. Many times a rider is faced with binders that offer a low level of feel, high effort and mediocre power. Not so the Valkyrie. Braking performance was superb. The twin discs at the front were easy to modulate and offered good outright power without being touchy. Likewise for the rear. Two-piston calipers are fitted to both ends.

Though Honda didn't opt for the hard-tail look with the retro styling theme, it did a fair job of preserving such a feel; the twin-shock rear suspension features five-way preload adjustment, but is on the stiff side. Stiff enough, in fact, to have launched me out of the saddle when traveling over rough pavement on more than one occasion. And this was on a bike that was set to the second of the five preload positions.

This is really the only glitch I found when it came to the comfort level. And in this respect, the Valkyrie rivals its Gold Wing brother. Indeed, taller riders might even find the seating position better than on the Wing, thanks to the slightly altered riding position that feels more spacious.

By adding the leather saddlebags and effective windscreen from the ample accessory line that will be offered, the Valkyrie turns into a mile-eating tourer, the engine spinning a lazy 2500 rpm at 60 mph. Without the screen, 65-70 mph is about the maximum before windblast starts to make you hang on too tightly to the cruiser-mainstay, smooth rubber grips. Died-in-the-wool touring folks looking for something different would probably be satisfied with a touring-accessorized Valkyrie, but if that's not quite enough, a spokesman for Honda said a Road King-type tourer is in the offing.

The broad, supportive seat remained comfortable for the one uninterrupted 70-mile stint we had. Under the seat you'll find the tool kit, battery, radiator overflow tank and a helmet lock. A variety of other bikes were brought along for our meandering ride from Honda's headquarters in Torrance to the hills above Santa Barbara, and getting back on the Valkyrie was always pleasant. Especially in comparison to some of the other cruisers that were included in the pool.

If you're fond of chrome, this is one bike that won't disappoint. The sheer size of the engine ensures that you can't miss it in this naked and very glittery application. Valve covers, the timing-belt cover, engine guards, carburetor tops, intake manifolds, the fat exhausts and just about everything else that's exposed gets a dose of the shiny stuff. For a powerplant originally designed to be covered up in the Gold Wing's large fairing, it makes a suitable centerpiece. Contrary to normal cruiser practice, the Valkyrie unabashedly reveals its liquid-cooled nature, sporting chrome accents on either side of the radiator.

With the size of the powerplant, the rest of the bike was constructed to a suitable scale. Large tires mounted on aluminum wheels are covered with deeply valanced fenders, while a big-browed, chrome headlight graces the front of the bike. The white-faced 8500-rpm tach and 145-mph speedometer are comparatively small, but handsome and easy to read. Contained in the face of the tach are water-temperature, oil-pressure and sidestand indicator lights, while integrated into the back of the headlight housing are those for neutral, turn signals and high beam. The handlebars, too, go big, being quite wide and sporting a hefty 1-inch diameter. Mounted under the right side of the 5.3-gallon fuel tank is the easy-to-find ignition switch, and on the left side is the (chromed) fuel petcock. There is no fuel gauge.

If the available two-tone paint schemes (red/pearl white; pearl purple/pearl white; or black/pearl yellow) aren't your bag, the Valkyrie also comes in basic black at a $300 savings over the two-tone model's $12,799 asking price. Included in this price is a three-year, unlimited-mileage warranty.

Overall the Valkyrie is very comfortable and enjoyable to ride, and in this it reveals its Gold Wing heritage. But what it is really closer to in terms of riding experience is not the fully loaded, accessory-laden luxo-tourer that the Gold Wing has become over its 20-year life, but the original stripped model the line started from. What we have here is a great standard motorcycle dressed up in retro clothes that harken back to a time when some of us were barely walking, much less riding motorcycles. Nonetheless, no matter what your generation, if you like a relaxed ride down the boulevard with an occasional foray into twistier settings, the Valkyrie might be the bike for you. It's a cruiser that didn't lose sight of the fact that it's a motorcycle - and it's got soul. CN

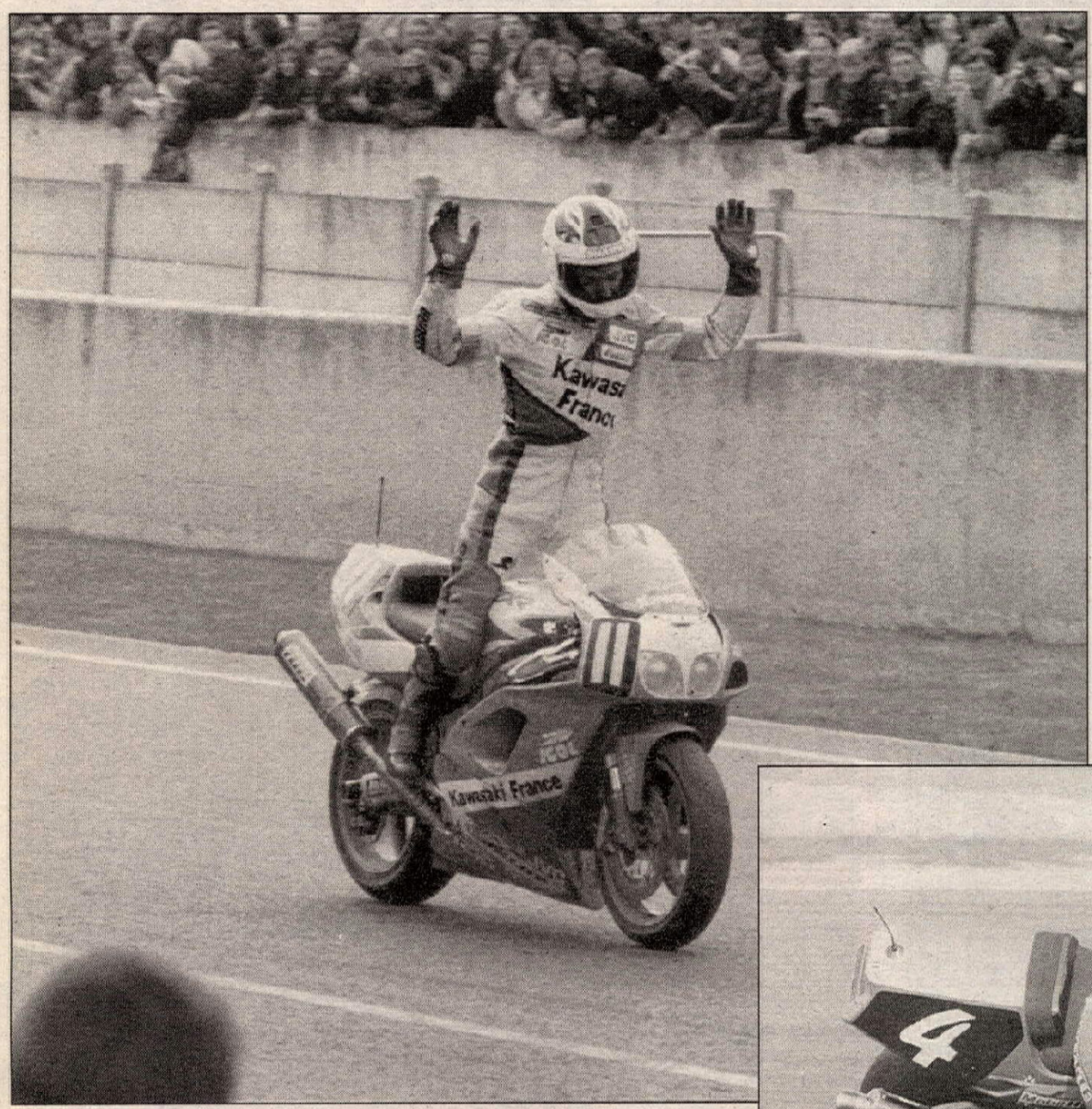
1997 Honda F6 Valkyrie

Specifications

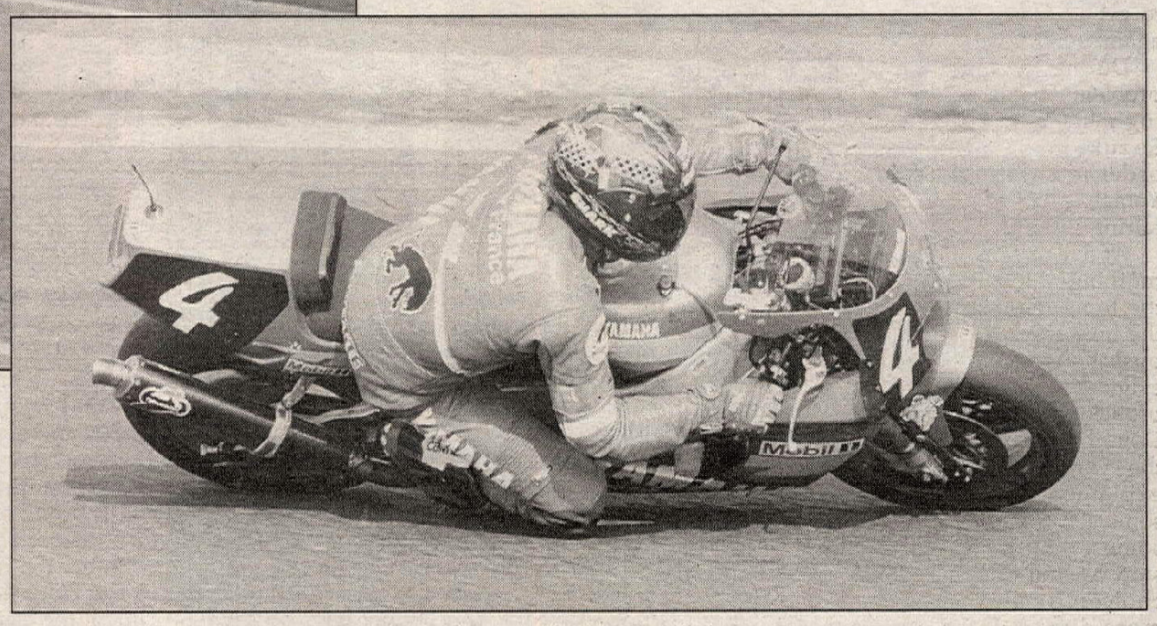
Engine	Liquid-cooled, SOHC, horizontally opposed six-cylinder
Bore x stroke	71 x 64mm
Displacement	1520cc
Compression ratio	9.8:1
Carburetion	(6) 28mm CV-type
Ignition	Solid-state digital
Transmission	five-speed, shaft final drive
Clutch	Multiplate wet
Suspension	
Front	Inverted 45mm telescopic forks, 5.1 inches travel
Rear	Twin shock, five-way adjustable preload
Brakes	
Front	Dual 11.65-in. discs with two-piston calipers
Rear	Single 12.44-in. disc with two-piston caliper
Tires	
Front	150/80R17 Dunlop D206F radial
Rear	180/70R16 Dunlop D206 radial
Rake/trail	32°/152mm
Wheelbase	66.5 in.
Seat height	29.1 in.
Dry weight	682 lbs.
List price	$12,799 for two-tone paint, $12,499 for solid

Round 1: Le Mans, France

Old Kawasakis never die



(Left) After 768 laps and over 2000 miles, Jehan d'Orgeix of the winning Kawasaki team celebrates victory at the 24 Hours of Le Mans. (Below) The factory Yamaha of Adrien Morillas, Jean-Marc Deletang (pictured) and Rachel Niccotte finished second.



By Johan Vandekerckhove

Despite the big efforts from Suzuki and their much-heralded GSXR750, as well as the two official Yamaha teams, the lonely Kawasaki trio of Piergiorgio Bontempi, Jehan d'Orgeix and Brian Morrison crossed the line first in the 19th edition of the 24 Hours of Le Mans, the World Endurance Championship season-opener. It was a victory due not only to the fast and consistent lap times of the three winning riders, but also to the proven reliability of the "old" Kawasaki ZXR750RR and to some luck at the times when it really mattered. Behind the winning Kawasaki, a late battle for second place was finally decided when the Honda of Alex Vieira, Christian Lavieille and William Costes was forced to pit to find the cause of a mysterious vibration. With this dose of misfortune that battle would end with the Yamaha team of Adrien Morrillas, Jean-Marc Delatang and Rachel Nicotte ending the race in the runner-up position. Two spots farther back, the defending world championship team of Jean-Michel Mattioli, Michel Simeon and Pascal Guigou finished fifth and first privateers.

The new Suzuki GSXR made a big impression during its first world endurance race, taking pole position. Most of the best times were set on Thursday, as the weather was colder and the track sprayed with oil during the final practice session. Terry Rymer took pole, leading his teammate Peter Goddard - a first-timer at Le Mans - only two-tenths of a second slower. "Too bad I did not have the opportunity to lower my time under 1:44," said the Londoner, who had bettered his own practice record lap time with 1:44.181. "I could have done it on Thursday already, as some riders had got on my line during my fastest lap. Two- or three-tenths of a second better would have been possible."

Piergiorgio Bontempi took the official Kawasaki to second-fastest time, despite some gearbox problems. As a side note, Kawasaki had worked a lot on the brakes during the winter, after Jean-Louis Battistini had lost a certain victory in Le Mans last year when the front brake exploded. The third-fastest time was for the Honda riders Vieira, Lavieille and Costes after they had solved some electronic problems they had suffered earlier in the the week. With the privateer teams of Coutelle/Haguin/Dobe and Yves Briguet/Bernard Cazade/Eric Mizera completing the top five, the first official Yamaha was only sixth. Morillas, Deletang and Nicotte lost a lot of time due to handling problems that were only solved when a different Michelin front tire was put on the bike. The number-one machine of Team Guignabodet took ninth qualifying time. Of the 61 bikes that passed tech inspection, 56 would take the start on Saturday afternoon.

RACE

Things had gone really well for the Suzuki squad in their world endurance debut, until 3 p.m. Saturday. At the moment the flag went down and the riders had completed their short run toward their bikes, pole man Rymer flooded the engine. After one lap Rymer crossed start/finish in the latter half of the field. At the front of the pack, Ducati-mounted Ferracci had a brief taste of the lead after a lightning-quick start, but during the first lap the red bike lost the top spot to the number-11 Kawasaki of Peirgiorgio Bontempi.

After one hour, Bontempi was leading with Rymer and Morillas in hot pursuit less than a minute behind. The only bike to run into any kind of technical difficulty during the first hour was the Honda France entry, when Vieira was forced to pit for a gearshift problem. The stop cost a bit more than a minute, and more than a handful of positions, but at least they were off and running again.

The top positions closed up during the second hour, when the tires of the leading teams proved not to be up to task. Because of the much higher temperatures during the race than during the private practice sessions, the tires had to be changed at each pit stop, which made the Dunlop users such as Kawasaki lose a lot of time. This, in turn, allowed the factory Suzuki and the Yamaha of Morillas, Nicotte and Deletang to get very close indeed to the leading Kawasaki.

Already dropping back a bit, the first privateer bike had lost some more ground when it ran out of fuel. Briguet and his teammates ultimately had to let the factory Honda of Vieira, Lavieille and Costes pass to take over fourth. The five factory bikes continued to lead the way, even though Nicotte lost some time in the gravel pit and his ensuing pit stop.

One hour later, the first major mishap occurred when privateer Steve Cavanez crashed his Kawasaki just before the Dunlop chicane. While the medical staff attended to the stricken riders on the track, the pace cars went out. Taking care of the accident took about half an hour and allowed the second-place Suzuki to close the gap on the race-leading Kawasaki. When the pace cars got out of the way again, the Kawasaki once again moved to a small lead over the Suzuki, while the other factory bikes followed one lap behind.

The duel between the green bike and the blue bike continued as the night fell over the Le Mans circuit. Most of the time, the difference was only some four minutes. Behind the two leaders, everybody seemed reasonably content about their positions, with Vieira/Lavieille/Costes cruising in third a lap down, and followed by the Yamahas of Morillas/Deletang/Nicotte and Bonoris/Mahe/Mounier.

At 8 p.m., the 75,000 spectators had one less reason to cheer - Michel Graziano had to push the Ducati back to the pit due to a broken engine. This promoted the world championship Honda to sixth position, even though some small handling problems had made the riders Mattioli, Simeon and Guigou lower the pace.

A few minutes before 10 p.m., the pace cars came out again after a triple crash, in which Lavieille on the official Honda was involved. The tall Frenchman got away scot-free, but lost a lot of time in the pit, where several parts were replaced on the bike. In all, some 18 minutes were lost and the Honda dropped back to ninth place in the classification, some 10 laps behind the leaders.

The pace-car intervention would

reshuffle the cards even more, those affected being the leading Kawasaki and the leading private bike. For Bontempi, first place was lost when he had to come in to put on the obligatory reflective armband, which he had forgotten in the previous pit stop. It was worse for world champion Jean-Michel Mattioli, who was forced to pull into the pit when his visor fogged over. As a result, the position of first privateer bike was taken over by the Daffix Honda of Briguet/Cazade/Mizera.

After the time loss incurred by Bontempi, things looked good for the leading Suzuki of Rymer/Goddard/Gomez, but not for long. After 10 hours of racing, the positions seemed to be stabilized. Bontempi was leading again, one lap in front of the Suzuki of Rymer, Goddard and Gomez and the two Yamahas a bit further. Vieira had come back to fifth position after Lavieille's crash, but the difference between the Honda and the leading Kawasaki was still some 10 laps.

Behind the top-five, the privateers showed some more enthusiasm to fight for a few extra world championship points. Briguet ran into several problems with the ignition and the fuel injection; later on, a defective valve was found, which would ultimately lead to the team's retirement. The private Kawasaki of Coutelle, Haquin, Dobe also had lost a lot of time due to an oil leak, which allowed the Guignabodet Honda of Mattioli, Simeon and Guigou to get a hold of the first privateer spot again.

During the night, only some minor problems disturbed the run of the leading machines. The Kawasaki and the Suzuki made an unplanned stop in order to change tires and one of the Yamahas had to pit to replace the front fairing support.

At five minutes before six on Sunday morning, things went really wrong for the top Suzuki team. After a pit stop, the bike refused to start and had to be pushed back into the pit box where the cylinder head was taken off and a valve problem was diagnosed. Team manager Dominique Meliand decided to replace the cylinder head. "We had it coming," explained Goddard afterward. "For some seven hours, the bike had shown some problems to start again after a stop. Maybe it is due to a bad material choice." Teammate Rymer was even more disappointed. "We could have won the race the way we were going," he said. "I feel this bike is ready to take the championship in his first year already."

More than an hour later, Gomez took the bike back on the track again with only one mission: go as fast as he could and try to get as high as possible in the standings, starting from 13th position.

At about the same time that the Suzuki crew started their repairs, their colleagues at Yamaha were urged to solve an electrical problem and later a shifting problem on the bike of Morillas, Deletang and Nicotte. In one hour's time, the top five changed drastically, with the Kawasaki still leading, but this time with a comfortable difference of 11 laps over the Yamaha of Bonoris/Mahe/Mounier, the Honda of Vieira/Lavieille/Costes and the Yamaha of Morillas/Deletang/Nicotte.

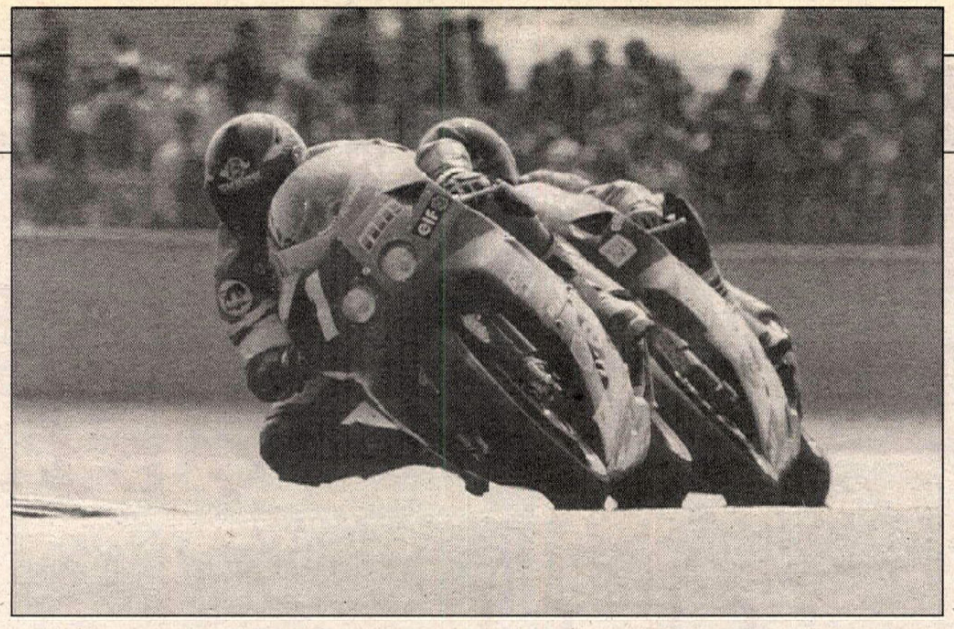
With the Suzuki out of the top five and the Kawasaki on the road to a near-certain victory, the attention turned to the battle for second place between the Honda of Vieira and the Yamaha of Morillas. But then bad luck found a new victim. At 11 a.m., four hours before the finish, d'Orgeix broke the chain as he accelerated out of the last corner before the start/finish line. It wasn't all bad luck, though, because the failure couldn't have happened in a better place. The Frenchman free-wheeled the bike to the end of the pit-lane wall, turned the Kawasaki around and pushed it back to the pit lane - a completely legal action, which did not lead to any penalties. If the chain had broken 200 yards farther down the track, things might have looked very different indeed. When d'Orgeix left the pits again a few minutes later, his lead was still some four laps over the Honda of Vieira/Lavieille/Costes.

Despite this, the race for the top spot of the podium was still not over. About an hour after the mishap of the race-leading Kawasaki, the Honda got into trouble. Vieira had to pit after his bike started vibrating for an unknown reason. More than two minutes were lost during the stop when the brake pads were finally diagnosed as the cause of the problem.

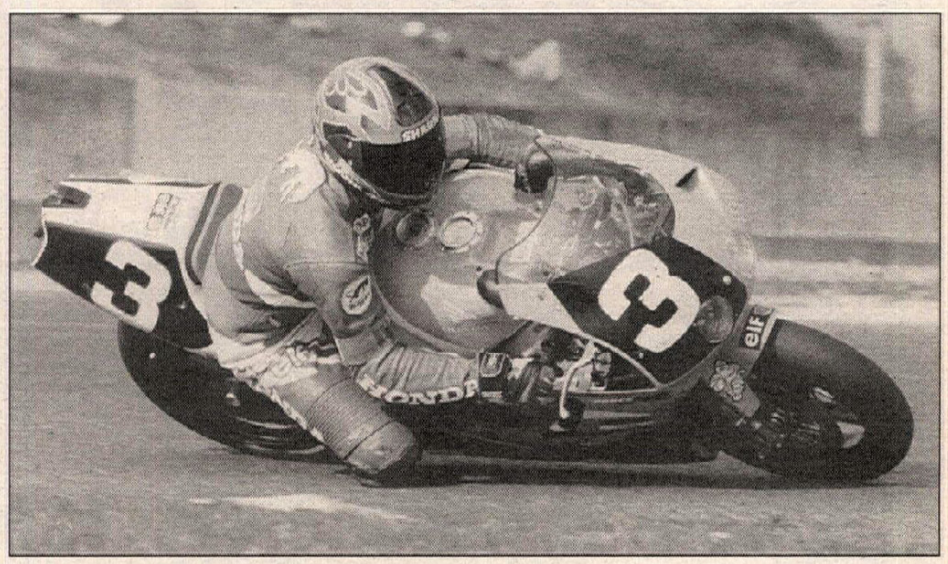
Then at nearly the same time, Bontempi rushed into the pit and the Kawasaki's once comfortable lead wasn't so comfortable anymore. "I had noticed that the steering damper had come loose," said Bontempi. "The mechanics did a great job and replaced the part very quickly, but when the bike was refueled, something went wrong and fuel splashed out of the tank. I got some in my eyes and for the first couple kilometers I had a hard time seeing where I was going."

Fortunately, this was the last misfortune the Kawasaki was going to be confronted with. At 3 p.m. on Easter Sunday, d'Orgeix crossed the finish line, giving Kawasaki its sixth victory at Le Mans and leading Morillas/Deletang/Nicotte and Vieira/Lavieille/Costes. The charging Suzuki-mounted team of Rymer, Goddard and Gomez managed to push their way back to seventh, one spot behind Mattioli, Simeon and Guigou, who finished fifth and first privateers.

Victory at Le Mans is always special. For d'Orgeix it was particularly so. "The Le Mans race is more important to me than the Bol d'Or," he said. "Four years ago, I crashed during practice and a couple of days later I saw my teammates and the replacement rider take victory. I left the circuit in tears. Finally, I have got my revenge on fate." Thirty-three riders were classified. CN



(Above) The defending World Championship team led by Jean-Michel Mattioli took its RC45 to fifth, some 18 laps behind the winners.
(Below) A crash by Christian Lavieille in the early stages dropped the factory Honda to ninth, though it would ultimately finish third.



Le Mans
Le Mans, France
Results: April 7, 1996 (Round 1 of 5)

O/A: 1. Bontempi/d'Orgeix/Morrison (Kaw); 2. Morillas/Deletang/Nicotte (Yam); 3. Vieira/Lavieille/Costes (Hon); 4. Bonoris/Mahe/Mounier (Yam); 5. Mattioli/Simeon/Guigou (Hon); 6. Thomas/Neff/Moreira (Yam); 7. Rymer/Goddard/Gomez (Suz); 8. Sebileau/Lentaigne/Cambray (Hon); 9. Monneret/Harmati/Van den Bosch (Yam); 10. Amalric/Bertin/Guinand (Hon); 11. Petit/Dubois/Bosi (Hon); 12. Vivoli/Havet/Cottard (Suz); 13. Guittet/Ulmann/Nogueira (Kaw); 14. Bousseau/Schaffter/Paillot (Suz); 15. Girardot/Giabbani/Marzloff (Hon); 16. Ambord/Krummenacher/Ernst (Kaw); 17. Parker/Smith/Hodgson (Yam); 18. Jolivet/Besson/Lethin (Suz); 19. Lherbette/Denis/Mont (Kaw); 20. Tanesie/Renault/Daniel (Kaw); 21. Snickers/Snickers/Orban (Suz); 22. cuzin/Carrara/Treffort (Hon); 23. Graf/Knutti/Boner (Kaw); 24. Bizotto/Granie/Gorse (Kaw); 25. Basle/Kerbrat/Cornillet (Kaw); 26. Juanola/Allemand/Chauvin (Duc); 27. Beauvais/Escudier /Pean (Suz); 28. Dallemagne/Fouet/Badard (Yam); 29. Mussard/Gasse/Labussiere (Suz); 30. Dimarino/Grillere/Pochon (Hon); 31. Robert/Nallet/Marchand (Kaw); 32. Pommier/Lheureux/Jaggi (Duc); 33. Cucurachi/Delaby/Hambuckers (Duc).
Time: 24 hr., 1 min., 4.239 sec.
Distance: 768 laps, 2112 miles
Average speed: 87.826 mph

Upcoming Rounds:
Round 2 - Assen, Holland, April 28
Round 3 - Spa-Francorchamps, Belgium, July 14

Briefly...

The official **Kawasaki** team, as always entered by the French importer, did not take the new ZXR to Le Mans. "The new bike will be raced only at the Bol d'Or at the end of the season," team manager Christian Bourgeois said. "At Kawasaki, they are building four endurance-spec ZXRs, which will make their debut at Suzuka, and which will be shipped to Europe after that race." It did not prevent riders Bontempi, Morrison and d'Orgeix from claiming victory at Le Mans on the older version. Only some minor modifications had been carried out on the bike that had been very successful in 1995. The main differences concerned a different rear suspension linkage, which allowed the riders to go one full second faster around the French track during the private practice sessions, and heavier crankshaft which offered more inertia and made the engine run a bit more smoothly. The biggest problems were caused by the tires. The team had found a pretty good set during private practice sessions, but ran into a lot of trouble when temperatures on race day proved to be much higher than during the spring practice.

World Champion **Stephane Mertens** will not defend his title this year. The Belgian, who campaigns a Honda CBR600 in the Thunderbike Trophy in the same team as Dutchman Wilco Zeelenberg, has given priority to the Dutch Open Championship races, a round of which was run on the same date as the Le Mans event. Strange as it may seem, the factory support for the world championship team run by former racer Jean-Louis Guignabodet, was very limited. The Japanese preferred to channel their "endurance budget" again to the French importer, even though for the first time in HRC history a "lease fee" had to be paid for the works endurance bike. Most work had been done on the crankshaft and pistons, giving the engine some more acceleration power, and the ignition and the exhaust system, providing the bike with some more horsepower. No other Honda teams had received special parts, as the kit parts would only be available the week after the Le Mans race.

Herve Moineau, former world endurance champion, will not race this year. the 38-year-old Frenchman will spend all of his available time on manager the French "Equipe de France" team, which should take young French riders to the Grands Prix within a couple of years.

Despite the excellent result at Le Mans, **Yamaha Motor France** will concentrate this year on the Thunderbike Trophy, where they have two bikes entered, one for for Adrien Morillas and the other for Eric Mahe. Apart from Le Mans, they have only planned participation in the Bol d'Or at the end of the season.

SIMA, the French Ducati importer, waited in vain for the factory 916s he wanted to enter in the first endurance race of the season. At Bologna, however, only two complete race bikes have left the workshop - the bikes used by John Kocinski and Neil Hodgson. Even the Austrian Promoter team, the second official Superbike team in the world championship, had not received a complete bike at the end of March. Finally, SIMA boss Michel Seurat decided to lend to the French privateer team of Zone Rouge Competion one of the two factory Ducatis he had used in 1995.

Peter Goddard might also do the rest of the world endurance championship. "Team manger Dominique Meliand contacted me during last year's Suzuka 8-Hour race and asked me if I wanted to ride for his team. I did some practice laps on the bike in Le Castellet in November, and decided to have a go at the Le Mans race and then see if I liked it. I will make a decision within a couple of weeks as to the other endurance races. I still need to speak to the Japanese as well."

Two hours after the finish of the French endurance race, **Terry Rymer** was driven by former Grand Prix racer Steve Parish to the race track of Thruxton, where the second round of the British Superbike Championship was run. The Londoner rides a Ducati in the series, and trounced the opposition in the first race a couple of weeks earlier.

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** For installment loans: With approved credit, 8.9% APR applies to FZR600, Seca II, Virago 535 and Virago 535 Special Motorcyles only. Maximum loan term is 48 months.
ATVs with engine sizies of 70cc to 90cc are recommended for use only for those age 12 and older and always with adult supervision. ATVs with engine sizes of 90cc or greater are recommended for use only for those age 16 and older. Yamaha recommends that all ATV riders take an approved training course. For safety and training information, see your dealer or call the ATV Safety institute at 1-800-447-4700. ATVs can be hazardous to operate. For your safety; always wear a helmet, eye protection and protective clothing; never ride on paved surfaces or public roads; never carry passengers; never engage in stunt riding; riding and alcohol/drugs don't mix; avoid excessive speed; and be particularly careful on difficult terrain. Yamaha reminds you to always respect the environment. All ATVs come with a 6-Month limited Factory Warranty, except for Banshee, which has a 90-Day limited Factory Warranty.

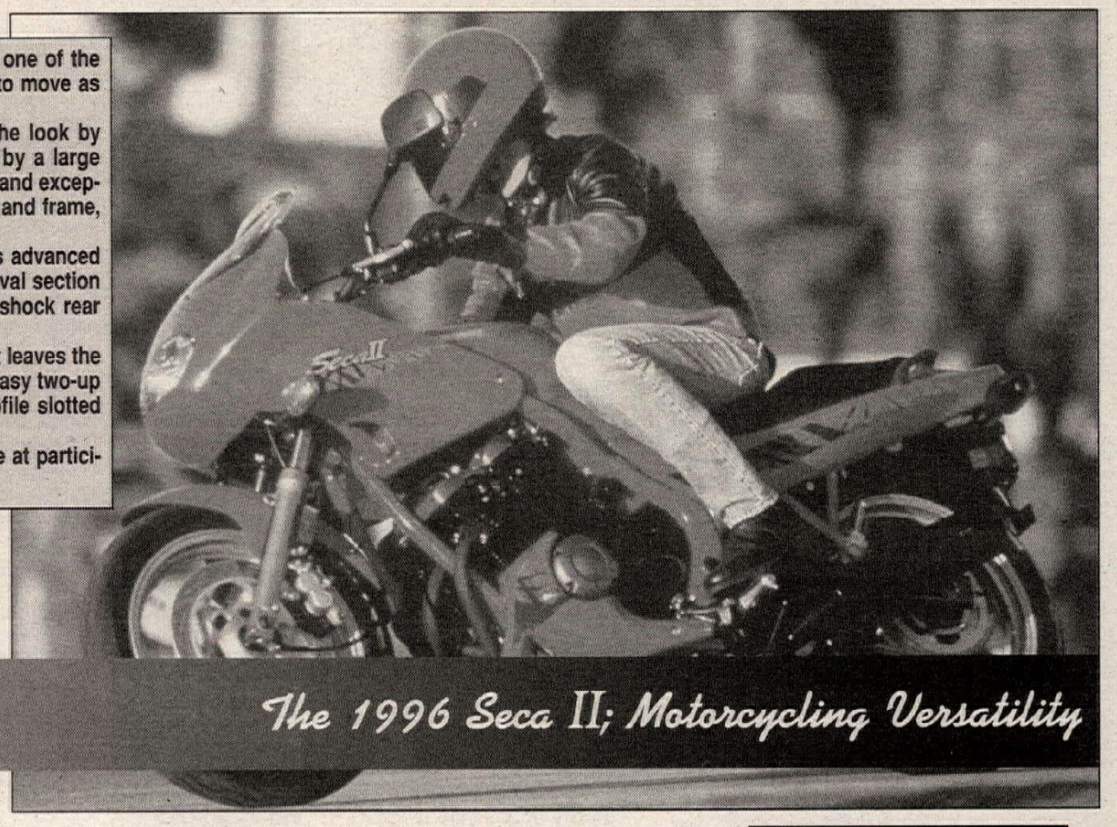
Since making its debut as one of the top values in motorcycling dollar-wise, and one of the most versatile bikes available performance-wise, Yamaha's SECA II ® has continued to move as quickly off the showroom floor as it does on twisty back roads.

In 1996, Yamaha has taken the SECA II's already sleek styling and enhanced the look by adding a lower cowl as standard equipment. The genesis inspired engine, cradled by a large diameter frame, sports true downdraft carburetors for superb torque, a lofty rev-range and exceptional smoothness throughout the entire powerband. With this combination of engine and frame, the SECA II is as comfortable cruising the highway as it is on tight country back roads.

The SECA II has the precision handling of its super-sport brethren courtesy of its advanced frame and performance-minded 38mm front forks. In the rear the SECA II utilizes an oval section swingarm for strength to keep the rider in control while employing link-type single shock rear suspension.

To complement the bike's superbly engineered versatility is a comfortable seat that leaves the rider with an agile seating position which is comfortable enough for long cruises and easy two-up riding. Combine this with a fuel tank sufficient for long-range cruising and a low-profile slotted wind screen for wind protection and style, a rider can go a long way on the SECA II.

In 1996, the SECA II will be offered in Black or Red color schemes and is available at participating Yamaha dealerships nationwide.



The 1996 Seca II; Motorcycling Versatility

ALABAMA

AUBURN
Twin Cities Yamaha
851 Stage Rd.
Auburn, AL 36830
(334)821-0439

DOTHAN
Dothan Powersports
1760 Ross Clark Circle, S.E.
Dothan, AL 36301
(800)444-4502

CALIFORNIA

AZUSA
Berts Motorcycle Mall
900 West Foothill Blvd.
Azusa, CA 91702
(818)334-1288

BURBANK
Yamaha of Burbank
1801 W. Burbank Blvd.
Burbank, CA 91506
(818)845-8738

CUCAMONGA
Yamaha of Cucamonga
9760 Foothill
Cucamonga, CA 91730
(909)987-2411

EL CAJON
El Cajon Yamaha
660 El Cajon Blvd.
El Cajon, CA 92020
(619)442-0941

FAIRFIELD
Fairfield Cycle Center
1370 Holiday Ln.
Fairfield, CA 94533
(707)422-7680

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Yamaha in Goleta
5718 Hollister Ave.
Goleta, CA 93117
(805)967-9898

HAYWARD
Hayward Yamaha
27185 Mission Blvd.
Hayward, CA 94544
(510)537-2257

LAGUNA NIGUEL
Mission Yamaha
25891 Crown Valley Parkway
Laguna Niguel, CA 92677
(714)582-0351

LOS ANGELES
Ted Evans Yamaha
13347 Washington Blvd.
Los Angeles, CA 90066
(310)306-7906

MODESTO
Yamaha of Modesto
1302 9th Street
Modesto, CA 95354
(209)527-5603

MURRIETA
Murrieta Motorsports
26860 Jefferson Ave., #A
Murrieta, CA 92562
(909)698-4123

ONTARIO
Montclair Yamaha
11195 Central Ave.
Ontario, CA 91762
(909)628-4748

PASADENA
Pasadena Yamaha
2900 E. Colorado Blvd.
Pasadena,CA 91107
(818)795-4129

REDONDO BEACH
Del Amo Yamaha
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310)372-8891

SACRAMENTO
Capitol Yamaha
4622 Auburn Blvd.
Sacramento, CA 95841
(800)7-YAMAHA

SAN DIEGO
Fun Bike Center
4689 Convoy St.
San Diego, CA 92111
(619)278-6635

SAN FRANCISCO
Golden Gate Cycles
1540 Pine St.
San Francisco, CA 94109
(415)771-4535

SAN JOSE
San Jose Yamaha
776 North 13th St.
San Jose, CA 95112
(408)287-2946

VENTURA
Cal Coast Motorsports
3059 E. Main St.
Ventura, CA 93003
(805)653-5884

CONNECTICUT

ENFIELD
Enfield Motor Sports
27 Palomba Dr.
Enfield, CT 06082
(860)741-2173

MONROE
R.E.R. Motor City
126 Main Street
Monroe, CT 06468
(203)459-1299

DELAWARE

BEAR
Yamaha East
620 Pulaski Hwy - Rt. 40
Bear, DE 19701
(302)322-4120

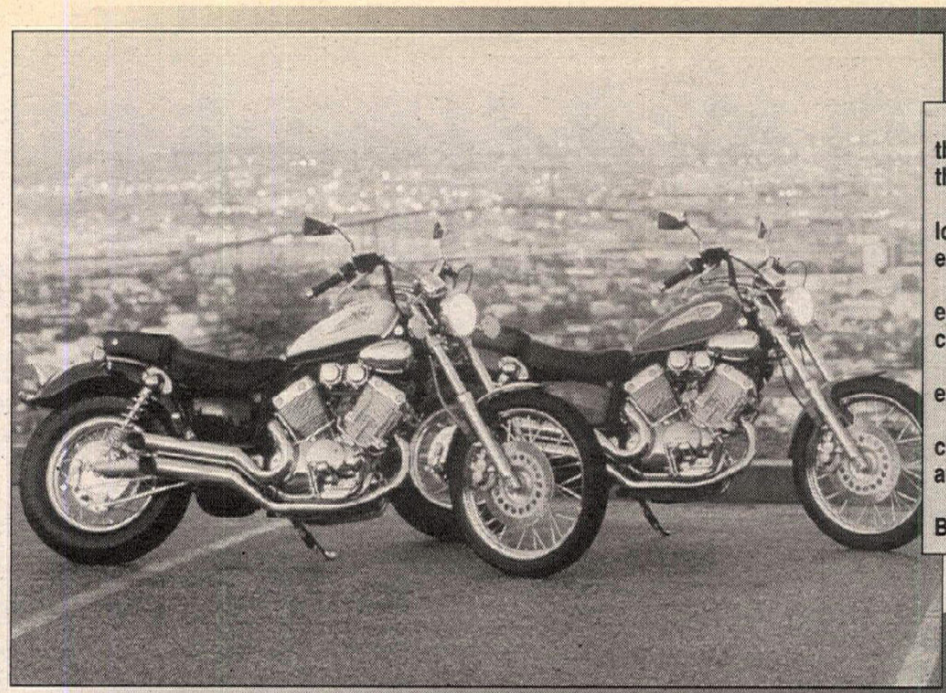
FLORIDA

MIAMI
Motoport U.S.A.
1200 N.W. 57 Ave.
Miami, FL 33126
(305)264-4433

POMPANO BEACH
Riva Yamaha
3801 N. Dixie Hwy
Pampano Beach, FL. 33064
(954)785-4820

GEORGIA

ROME
Easy Living Yamaha
3120 Martha Berry Hwy.
Rome, GA 30165
(706)234-8502



The Virago 535 and 535 Special

When purchasing a cruiser, authenticity and tradition are paramount considerations, and this is there the competition falls short. Yamaha offers two mid-sized cruisers that embody the classic look most people are looking for in a motorcycle; the Virago 535 and 535 Special.

The Yamaha cruisers have genuine V-twin engines, low-slung frames, stylish chromed looks and a distinct bass exhaust note. The plush, raked-put front forks, the forward mounted footpegs and the low seat put the rider in the classic cruising position.

Other standard Virago tech features include a low-maintenance shaft drive, worry-free electronic ignition and dual-piston front disc brakes. And to add style to the cruisers are real chrome wire-spoke wheels, dual bobbed exhaust and a fat rear tire.

Such features combined with the chromed rear brake plates and the highly polished engine components make the Virago a very desirable ride.

The Virago Special includes extra features such as polished and chromed engine cases, clutch lever, brake lever, horn and carburetor covers. It also sports a deeply upholstered seat and a detailed two-toned color scheme.

The 1996 Virago 535 comes in Fire Red while the 535 Special is two-tone Traditional Blue/White. Both are available at participating Yamaha dealers nationwide.

The 1996 FZR600: Performance and Refinement

Since its inception, the Yamaha FZR600™ has remained a favorite among 600cc sport bike enthusiasts.

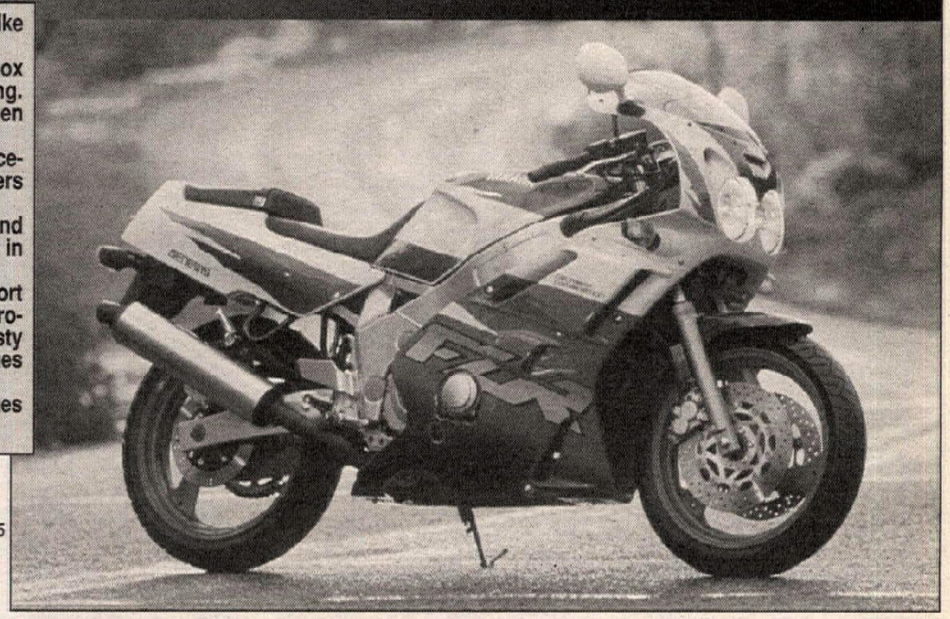
When the road gets twisty, the FZR shines. Thanks to Yamaha's race-developed Deltabox frame and swingarm design, the FZR possesses unmatched precision steering and handling. With the FZR's trademark agility and suspension feedback, the rider feels confident either when upright and at speed or when heeled over in a turn.

The heart of the machine is its power plant, a liquid cooled 599cc engine with Yamaha's race-proven, Genesis design. With smooth, controllable power provided by forward inclined cylinders which are fed by four straight-intake

32mm Mikuni carburetors, the FZR is a model of efficiency. To keep all of this power and speed in check the FZR600 comes with dual 298mm disc brakes up front, and a 245mm disc in the rear.

Surrounding all of this high-tech super-sport hardware is one of the most comfortable sport bike designs around. In paying as much attention to ergonomics as to performance, Yamaha produced a bike that is as accommodating on the freeway and in the city as it is carving up twisty canyons and backroads. In the end, potential buyers are given one of the best sport bike values available.

In 1996 the FZR600 is offered in White/Red/Purple and Dark Silver/Red/Black color schemes and is available at participating Yamaha dealers nationwide.



ROSWELL
Roswell Fun Machines
11270 Elkins Road
Roswell, GA 30076
(770)442-8460 or (800) 281-8292

SHREWSBURY
Performance Cycles
939 Boston Tpke (Rt 9)
Shrewsbury, MA 01545
(800)613-6332

SUSSEX
Sussex Motorsports
446 Route #23, P.O. Box 385
Sussex, NJ 07461
(201)875-3640

ILLINOIS

CANTON
Slaight's Yamaha Center
P.O. Box 498, 2061 N. Main
Canton, IL 61520
(309)647-5546

FAIRFIELD
LeMond's Yamaha
Rt.45 South P.O. Drawer B.
Fairfield, IL 62837
(618)842-9166

HOFFMAN ESTATES
Woodfield Cycle Center
85 E. Golf Rd.
Hoffman Estates, IL 60173
(847)885-7525

LANSING
HYRO Yamaha of River Oaks
19528 Burnham Ave.
Lansing, IL 60438
(708)895-5500

LIBERTYVILLE
Banzai Motorsports "Home of Banzai Racing"
611 N. Milwaukee Ave.
Libertyville, IL 60048
(847)362-7110

OTTAWA
Leipold Motor Sales
Rt. #6 East
Ottawa, IL 61350
(815)433-0713

INDIANA

MERRILLVILLE
Loomis Cycle & Marine
Rts. 30 & 51
Merrillville, IN 46410
(800)594-4970

VALPARAISO
Buck's Powersports
393 E. U.S. Hwy. #30
Valparaiso, IN 46383
(219)447-4700

KENTUCKY

COVINGTON
New Ray's Cycle Co.
1601 Scott Blvd.
Covington, KY 41014
(606)291-3226

MASSACHUSETTS

EVERETT
Parkway Cycle
1865 Revere Beach Parkway
Everett, MA 02149
(617)389-7000

MICHIGAN

PAW PAW
Paw Paw Cycle & Marine
134 Ampey Rd.
Paw Paw, MI 49079
(616)657-2574 or (800) 618-6760

MISSOURI

FESTUS
Surdyke Racing
1305 Highway 61
Festus, MO 63028
(800)748-RIDE (7433)

MONTANA

BILLINGS
Hi-Tech Motor Sports
6540 S. Frontage Rd.
Billings, MT 59101
(406)652-0090 or (800) 735-9356

NEW HAMPSHIRE

HUDSON
Hudson Cycle Center, Inc.
2 Flagstone Dr.
Hudson, NH 03051
(603)882-1573

NEW YORK

EGG HARBOR TOWNSHIP
Motion Enterprises Yamaha
2907 Fire Road
Egg Harbor Township, NJ 08234
(609)645-8181

HAMMONTON
Motion Enterprises Yamaha
629 White Horse Pike
Hammonton, NJ 08037
(609)561-8181

LODI
Bergen Sport Cycles
30 Route 46 East
Lodi, NJ 07644
(201)641-0100

MIDDLETOWN
Monmouth Cycles
656 Hwy #35
Middletown, NJ 07748
(908)671-1073

RAMSEY
Ramsey Cycle Sports
995 Rt. 17
Ramsey, NJ 07446
(201)825-3333

NEW MEXICO

ALBUQUERQUE
Bobby J's Yamaha Inc.
4724 Menaul Blvd. NE.
Albuquerque, NM 87110
(505)884-3013

SANTA FE
Santa Fe Motor Sports
2731 Cerrillos Rd.
Santa Fe, NM 87505
(505)438-1888

NEW YORK

BROOKLYN
King Cycles, Inc.
657 Atica Ave.
Brooklyn, NY 11203
(718)773-2279

FULTON
Wheel - A - Way Motorsports
Route 481
Fulton, NY 13069
(315)592-5311

HIGHLAND FALLS
BC & M Yamaha Inc.
Rt 9W
Highland Falls, NY 10928
(914)446-4034 or (800) 367-0773

NORTH CAROLINA

SHELBY
Shelby Motorsports
1715 E. Dixon Blvd. (Hwy. 74 Bypass)
Shelby, NC 28152
(704)482-5946

OHIO

CINCINNATI
Beechmont Motorsports
600 Mt. Moriah Dr.
Cincinnati, OH 45245
(513)752-0088

MT. VERNON
Mid-Ohio Yamaha
P.O. Box 887 494 Harcourt Rd.
Mt. Vernon, OH 43050
(614)397-5272

MAUMEE
Yamaha East
1230 Conant St.
Maumee, OH 43537
(419)891-1230

NORTH ROYALTON
Breyley Yamaha Inc.
11035 State Road
North Royalton, OH 44133
(216)237-4543

RIPLEY
Ayers Yamaha
15 S. Second St.
Ripley, OH 45167
(513)392-9400

OREGON

GRESHAM
Zims Yamaha Sports Plaza
22301 SE Stork
Gresham, OR 97030
(503)666-9438

PENNYSLVANIA

ALLISON PARK
Gibsonia Cycle Center
4684 Rt.8
Allison Park, PA 15101
(412)487-2803

CAMP HILL
Yamaha of Camp Hill
1101 Slate Hill Rd.
Camp Hill, PA 17011
(717)761-6192

DALLAS
Kunkle Motors
R.R. 1 Box 386
Dallas, PA 18612-9739
(717)675-1546

GALETON
Larry's Sport Center
U.S. Rt. 6 West
Galeton, PA 16922
(814)435-6548

LANCASTER
B&B Sales & Service
791 Flory Mill Rd.
Lancaster, PA 17601
(717)569-5764

TENNESSEE

ATHEUS
Motor Sports Cycle Co.
615 Congress Pkwy.
Atheus, TN 37303
(423)745-6305

COOKEVILLE
Mid-State Motorsports, Inc.
1191 Bunker Hill Rd.
Cookeville, TN 38501
(615)528-5504

KINGSPORT
Yamaha Cycle Center, Inc.
2405 E. Stone Drive
Kingsport, TN 37660
(423)247-8561

TEXAS

BRIDGEPORT
Bridgeport Marine & Sport Center
Rt. 2 Box 173
Bridgeport, TX 76426
(817)683-4580

FORT WORTH
Fort Worth Yamaha
3052 Alta Mere Drive
Fort Worth, TX 76116
(817)244-1047 Fax: (817)244-1048

MARSHALL
H&W Yamaha
3709 E. End Blvd. S.
Marshall, TX 75670
(903)938-9481

SAN ANTONIO
Joe Harrison Motor Sports
9710 I.H. 35 North
San Antonio, TX 78233
(210)656-9400

UTAH

CEDAR CITY
Cedar Ridge Yamaha
1014 S. Main
Cedar City, UT 84720
(801)586-8272

DRAPER
South Valley Motorsports
11553 S. State St.
Draper, UT 84020
(801)576-1899

VIGINIA

WAYNESBORO
Wayne Cycle Shop
Rt 340 North
Waynesboro, VA 22980
(540)943-1111 or (540)886-1111

WASHINGTON

ISSAQUAH
I-90 Motorsports
200 N.E. Gilman Blvd.
Issaquah, WA 98027
(206)391-4490 or (800)883-9987

SEATTLE
University Yamaha
420 E. Pike St.
Seattle, WA 98122
(800)560-0037 or (206)322-3400

Kenny Coolbeth is in position to have his best-ever Grand National season in 1996. Coolbeth, now just 18 years old, has been racing since age 5.

Could be Cool

By Scott Rousseau
Photos by Flat Trak Fotos and the Coolbeth family

When surveying the recent crop of young talent that has invaded the AMA Grand National Championship Series, effectively bringing it into the '90s, Kenny Coolbeth is simply too good to be overlooked. But he has been, all too often.

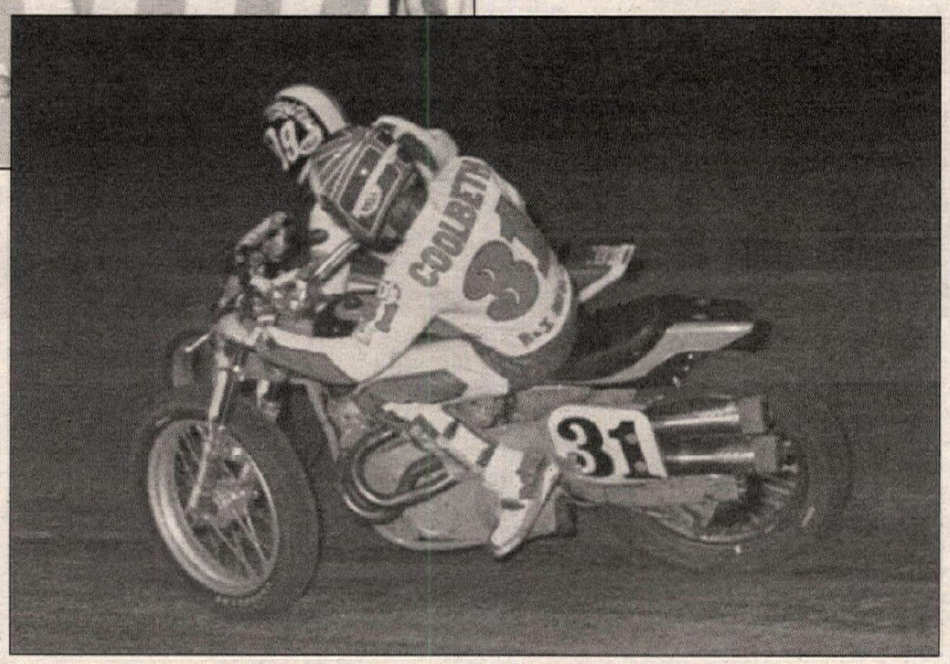
Why? Perhaps it is because the Warren, Connecticut, resident has suffered from "great expectations" syndrome - a malady that befalls many young athletes - professional prizefighters, for example - who put together a stellar amateur career and garner tremendous acclaim only to fall flat in the "real world" once they turn professional. Coolbeth fits the mold. After racking up nine AMA Amateur Grand National Championship titles and 13 Amateur National victories between 1986-90, whisking through the Pro-Am ranks and spending less than a year as a regular Expert, the highly touted youngster made his big-time Grand National debut in 1994 aboard what is considered to be one of the premium rides in the business, the Walters Bros. H-D-backed XR750s of Illinois team owner Steve Gardner. Coolbeth showed immediate promise as he landed his first Grand National podium finish - a third at the Mechanicsburg, Pennsylvania, Half Mile - and then went on to earn Rookie of the Year honors, further boosting his stock as an up-and-comer. Coolbeth, they said, was the man to watch.

Then it all fell apart. The soft-spoken Coolbeth struggled to get along with his team in '95, hampering his results and leading him to make an early departure even though he was bound by a two-year deal to compete for Gardner through the end of the season. The resulting legal hassle that arose from the breakup proved to be financially costly and was none too healthy for Coolbeth's reputation in a business where loyalty is of paramount importance. To complicate matters, Coolbeth was a minor at the time, and thus was not legally capable of handling his own affairs; his cause was instead taken up by his father, Ken Coolbeth Sr. The bottom line was that the youngster found himself helplessly lost in the dispute, rideless, barred from competing in Illinois (as mandated by the outcome of the Gardner situation), and searching for a way to put his career back together.

A small measure of assistance came in the form of a temporary deal with Randy Texter of Lancaster Harley-Davidson whereby Coolbeth would ride Texter's equipment until "something better came along." With the pressure of his past problems behind him, Coolbeth began to reaffirm his potential by qualifying for all but two of the eight main events in which he rode for Texter, including a stout seventh-place finish at the Oklahoma City Half Mile.

Then the better deal came. At the next half mile in Rapid City, South Dakota, Coolbeth linked up with Virginia's Eddie Adkins to ride Adkins' Winchester Harley-Davidsons. Adkins had himself suffered a tremendous blow after the death of his rider Rodney Farris at the Du

(Left) With the setbacks that he faced in 1995 all behind him, Coolbeth can manage a smile now as he looks toward the future. (Above) "I like racing the 750s way better than the 600s," says Coolbeth (31) shown here leading Ronnie Jones (16) at the Sacramento Mile. "I don't really notice the weight difference."
(Below) The past and future kings?: Coolbeth, aboard Randy Texter's Lancaster H-D XR750, dices with Jay Springsteen at the Hagerstown Half Mile.



Quoin Mile, and by his own admission the veteran wrench was ready to call it quits, not necessarily relishing the idea of working with such a young rider. But he and Coolbeth came together at Rapid City and began to build a solid relationship.

It paid off as the pair made all but one main event throughout the rest of the year. Despite a troubled season, Coolbeth still managed to stay in the top 20, tallying 61 points for a 17th place finish in the series final standings. Not bad, yet not where he "should have been."

But that was then and this is now, and 1996 might just be the year that Coolbeth comes of age. He is a year older - an adult now, light years wiser about the business side of racing, and he is back with Adkins and eager to continue his tutelage under the experienced tuner that may finally help him live up to his potential. Coolbeth has been training like never before in an effort to be in the best possible shape for the new season. A 10th-place finish at the Daytona Short Track was just the beginning of the road that he hopes will lead him back to the top of the heap of young hotshoes in Grand National racing and allow his star to shine. That in itself could be fair warning, considering that Coolbeth, the "man" who has already experienced a roller-coaster career in the sport of professional dirt track racing, is just 18 years old.

When did you start racing?

My first race was at Loudon, New Hampshire in 1981. I was 5 years old. I never wanted to play any other sport or anything like that. My dad's dad raced, and my dad raced, so I just kind of fell into it. But I didn't really know that it was what I wanted to do because I didn't think that I'd ever go anywhere. Now I do.

You were 16 when you turned Pro-Am. Did the level of competition change when you got to that stage?

It changed a whole lot, but I really wasn't learning all that much as a Pro-Am, so I turned Expert like a month later. I really had no competition as a Pro-Am, and that surprised me, because I remembered how when I watched my dad I used to think that those guys were going so fast. But it just came to me, I guess. It was no problem by the time I got there.

You were no doubt paying attention to the guys on the Grand National scene by then. Did you ever have any favorites?

I liked them all. I thought they were all awesome. I didn't really have a favorite.

Does it surprise you to be racing with those same guys now? What do you think of the longevity they've experienced?

It really does, because I never thought that I'd be able to accomplish that. Now I just have to put my head down and try to do better. If I think that I can, I'll probably keep on doing it for a long time, but if I can't, then maybe I'd only race for one more year and hang it up.

How do you reflect on the whole experience with the Gardner situation? Do you consider that to be wasted time? What have you learned from it?

No it wasn't. It was actually a good experience. You learn from your mistakes. I learned that first of all you have to have a good team *and* everybody has to get along. It's like if you have a good watch with no batteries, that watch isn't going to work. But I learned a lot about the business side of racing. I learned that you've got to keep your ears to the ground all the time and listen to what everyone is saying. I was just so excited to get such a good ride so quick. Now it's still fun, but I'm paying more attention to the other details too. It also taught me about loyalty - that you have to think things through before you go making snap decisions.

The deal with Texter was just a stopgap. Everyone involved knew that, right?

Oh yeah. Randy asked me if I wanted to ride his stuff until I got something else. He treated us real well and we did pretty good. But then Eddie called. I called Randy to tell him, and I think he was a little disappointed. But he wasn't mad or anything like that.

How do you feel about the way things are going with Eddie? You guys did pretty well to make all the main events except Goshen last year, but now the honeymoon is over, and it's going to be time to get down to business this year.

Yeah, I think that we're going to do really well this year. I'm mentally and physically in shape, and Eddie has got the bikes in mint condition. He doesn't compare me to Rodney, he just looks at me as another kid that he has to try and teach stuff and work with. He's been really easy to get along with. Now we're going to put our heads down and go for it.

You mentioned being mentally fit as well as physically. One of the things that Eddie said last year was that you weren't racing smart enough yet. For example, you cost yourself a transfer spot in your heat race at Springfield because you failed to recognize that you weren't being passed until after the finish line. You backed off and let the other guys through rather than to just bury the throttle and make them beat you. Is that the kind of fitness you're talking about? Being a smarter racer?

Yes. I agree that's where I was screwing up a lot last year. I'm gonna pay attention more and watch what other guys are doing out there.

You've been characterized as a natural talent on the motorcycle, taking into consideration things like your sense of balance and feel for the bike. But your dedication has also been questioned. How would you answer that?

I think that I can go as far as my abilities will take me. I do have the desire to go far. I want the championship. A factory ride would be nice, because that would be the easy way to do it. But I want to win the championship just as much as anybody else does right now. Maybe more.

What type of track do you feel suits you best?

I like the clay tracks. I like the banked half miles like Oklahoma City. I also like the miles. I like the TT at Peoria even though I never do much there. But I still go there with the same attitude as everywhere else. I go there to try and win.

What is your plan of attack this season? In other words, everyone wants to win the title, but what fundamental goals have you set for yourself in order to do that? And what is it that you would want to tell people regarding your feelings for this year?

My plans are to try and win one or two Nationals and finish in the top five in every final and in the championship. I think we can do that, because everything's clicking this year, and we've got a lot of good sponsors helping us out. Me and Eddie have got our heads together. Just watch out. CN

The opening round of the All Japan MX Series might mean little to many of us here in the U.S. - as far as race results, that is - but the bikes ridden in the series definitely capture our attention. Why? Because many of the factory bikes that compete in the series give us a good idea of what to expect from the Big Four manufacturers when it comes to next year's production race bikes.

At the series-opener in Japan, the bikes that everyone was talking about were the factory RC Hondas ridden by Japanese riders Takamasa Takagi and Ryuichiro Takahama. These bikes made their racing debut with the aluminum, twin-spar frames that Honda has been testing for quite some time. According to tester Rich Taylor who attended the event but did not ride, "We have been testing aluminum frames since about a year ago. Last spring we rode it at Tochigi in Japan, and in June and July, we did testing at Honda's R&D track in Mojave (California)."

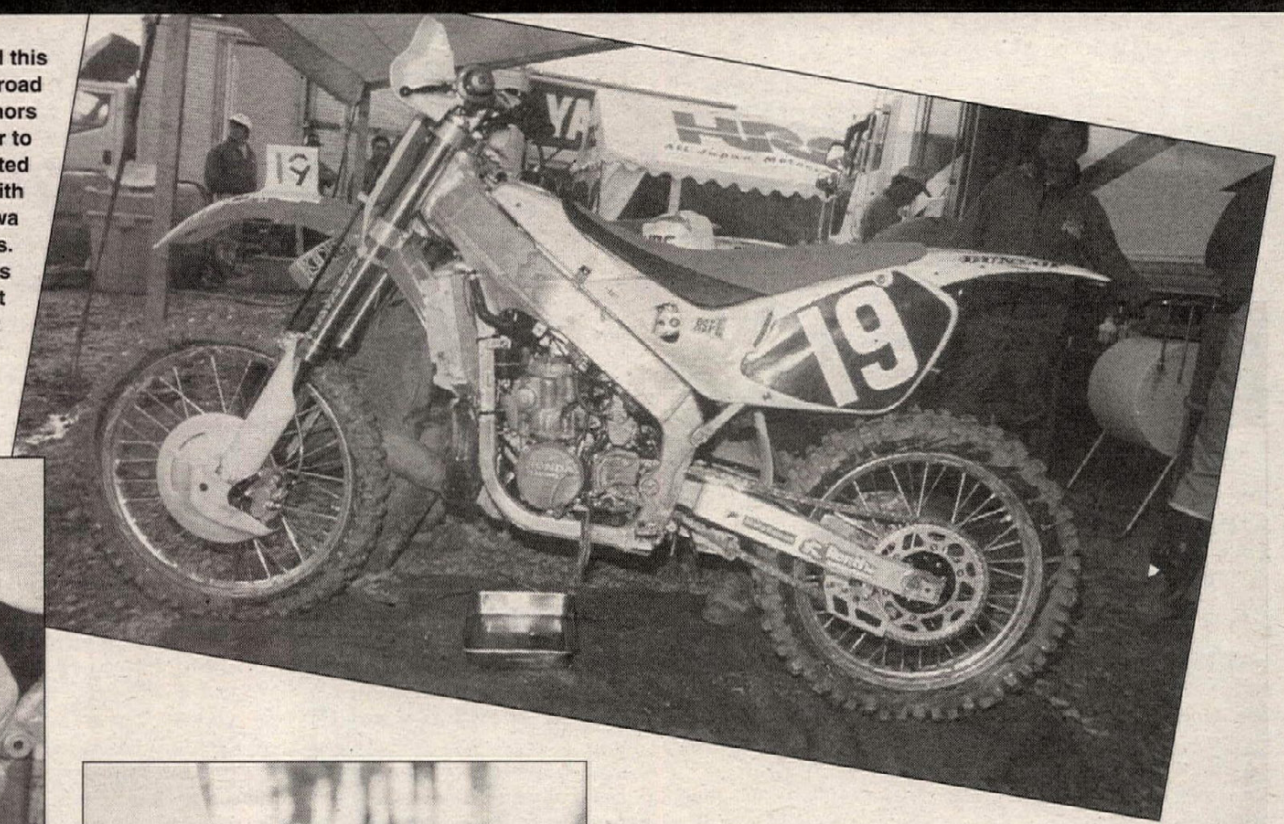
Here's a look at some of the factory bikes from the Big Four that competed at the opening round of the All Japan MX Series. CN

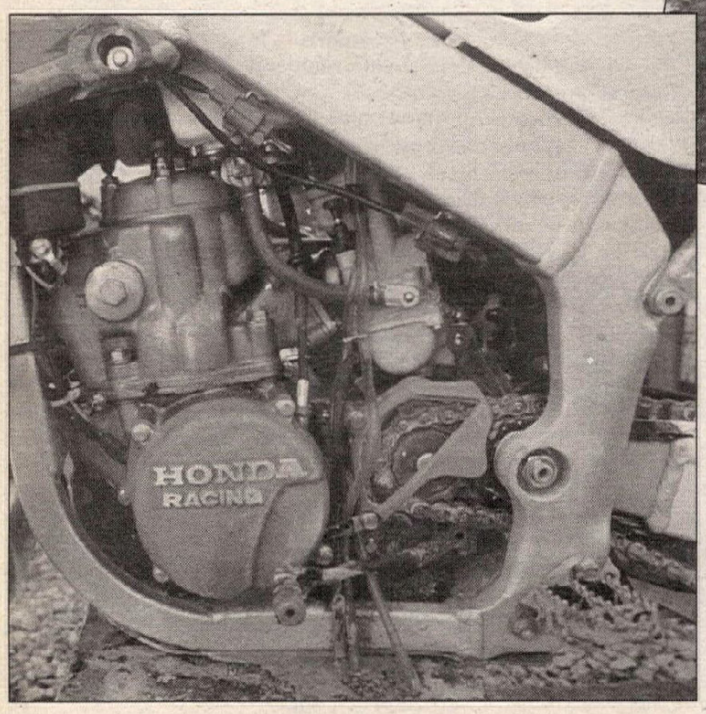
Photos by Shogo Nakao

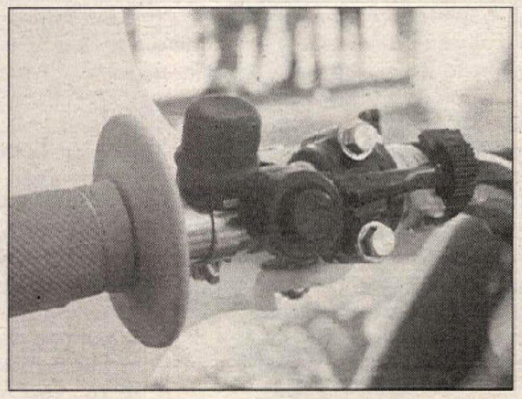
A preview of things

(Above and right) The two RC Hondas at the race featured this massive aluminum, twin-spar frame, more commonly seen on road racing bikes, and, according to our sources in Japan, the rumors are that the 1997 production CR250 Hondas will be very similar to these bikes - aluminum frame and all. The fuel tank is mounted between the upper frame halves. The #19 bike was equipped with Kayaba suspension components, the other used Showa components.

(Below) White sand-cast carburetors seen on the RC Hondas featured a power jet, and wires coming out of the upper-right portion of the body, as well as from the float chamber. Just below the drive shaft was another bundle of electrical wires coming out of the case.

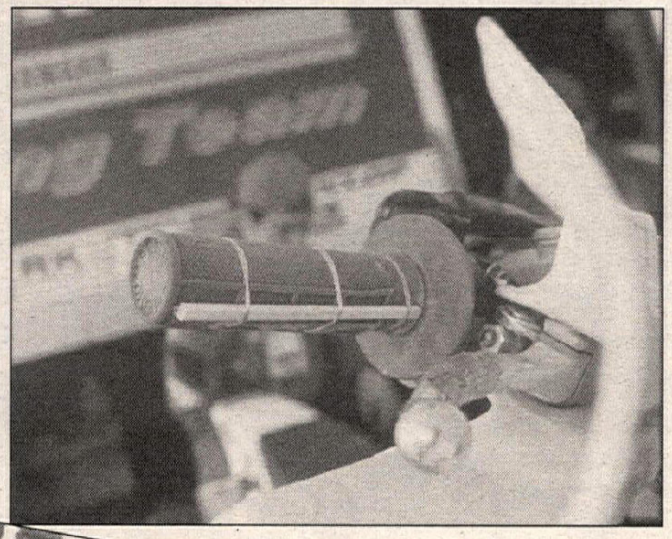




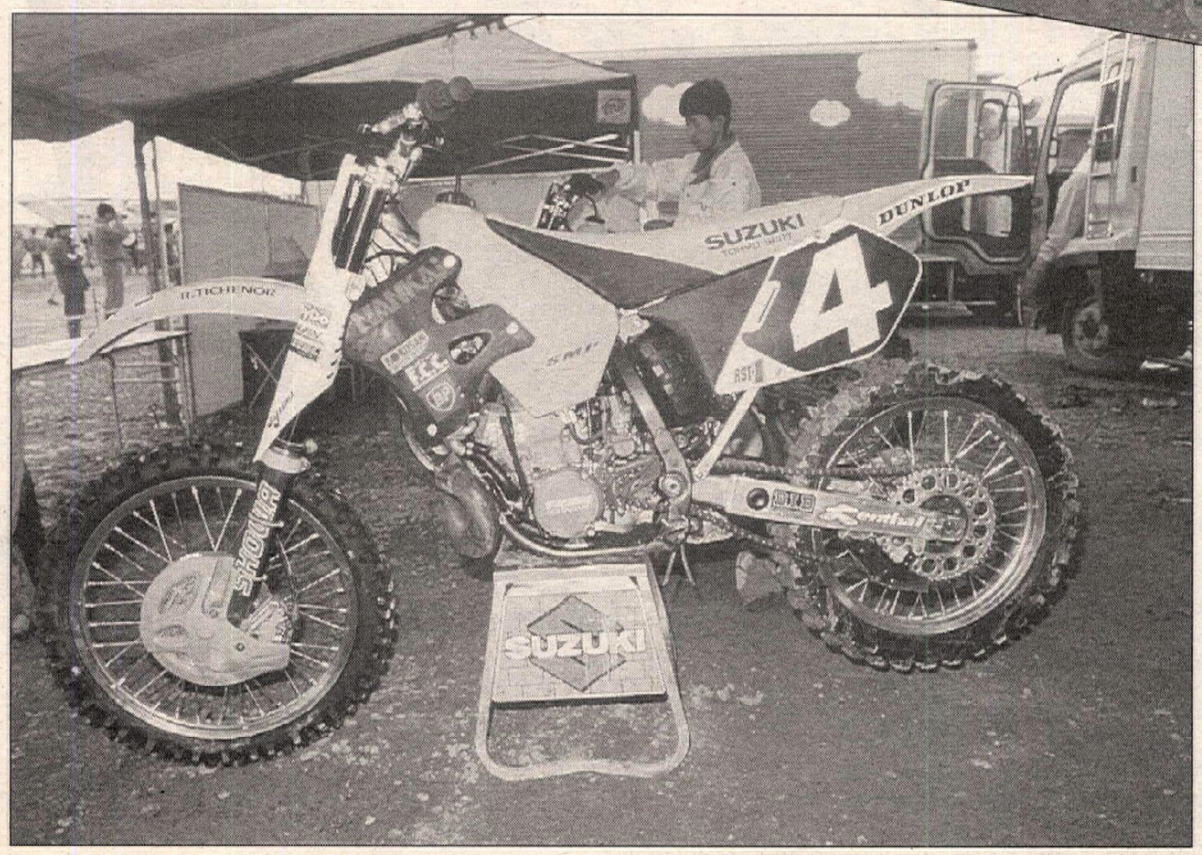


(Left) There are two pushbuttons near the left grip on the RCs. One is, obviously, the kill switch and the other is a so-called "secret" switch. Speculation has it that the secret button could operate either a traction-control device or a semiautomatic shifter, or be just a power-on switch to a battery that operates a digital program. The bikes do have a throttle sensor and a gear-position sensor. Test riders Rich Taylor and Jeff Pestana, as well as former Team Honda manager Dave Arnold, were invited to Japan to witness the RC's debut race. "We're here for R&D," said Arnold.

(Left) The Kawasaki KX250SR Jeff Matiasevich rode to victory looks nearly identical to last year's factory bike except for the color, having dropped the purple tank and radiator shrouds for traditional green plastic. The motor is supposedly completely different than the '95 factory bike.
(Below) Many of the bikes were seen with these "high tech" devices - wooden sticks safety wired to the handlebar grips to give the riders a better handhold in the wet conditions.

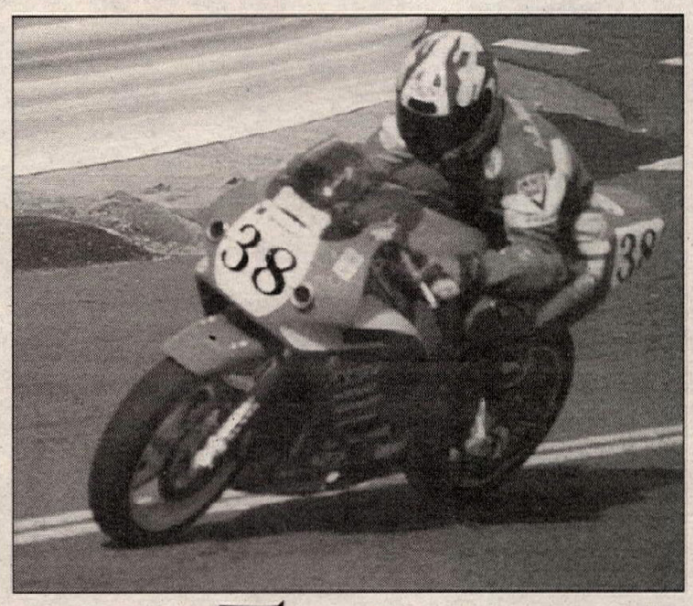


TO COME?



(Above) The Yamaha YZ250M featured no obvious major changes, though a new case-reed engine and a leaf suspension system is being tested in Europe.
(Left) Ron Tichenor rode this factory Suzuki RM250WS at the series-opener. The yellow and black machine looks very similar to last year's bike, though it does have new frame dimensions.

Takin' it to THE streets



(Above) The Autralian Coast provided the backdrop for the inaugural running of the Australian TT, which wound through the streets of Port Kembla near the city of Woolongong. (Left) Ian Hambridge (shown) scored the win in the Unlimited class after battling with Dave Cole and Wayne Clarke during both legs of the event.

By Cliff Manley

PORT KEMBLA, NEW SOUTH WALES, AUSTRALIA, APR. 6-7

Held on the streets of Port Kembla, the Australian Tourist Trophy, the third-biggest motorcycle racing event on the 1996 Australian calendar, was hailed as an unqualified success despite the best efforts of the New South Wales State Police Force.

Saturday saw the birth of what may become an annual festival of motorcycling. Port Kembla, near Wollongong, home of Wayne Gardner and Troy Corser, welcomed the Australian TT with open arms. Applauded almost unnanimously by those involved, the event was an absolute success.

It was not held without incident, though, as it seems that the police in this state believe that they know more about motorcycle racing safety than people with years of relevant experience. Safety aspects agreed upon months before stopped the scheduled event in January this year, and Saturday looked to be a repeat performance as the cops were still inspecting the layout, making "improvements," and hadn't approved the running of the event as late as 9:30 a.m.

However, accompanied by crashing waves and blue sky, the big bikes started to warm up in the pit area for 10:30 a.m. practice. The first session was finally under way.

Due to problems with noise, the pit area had been relocated to the back part of the circuit. This led to the starting line being separated from the finish by half a lap. It made for an interesting spectacle as the bikes came past the corporate area on the main straight at full speed then jockeyed for position into the tight and dangerous first corner, Castrol Corner. Contender Andrew Fenton enjoyed the challenge.

"That corner was a pain in the ass," Fenton said. "Downhill, braking for 10 seconds from 150 mph. It really gave the old arms a workout!"

The climb away from Castrol had bikes pulling some massive wheelies cresting the top to a view of the sea. The downhill straight led into a series of about three fast sweepers, joining into one fast, open corner called Tooheys Red Corner. The quick riders were hitting fifth or sixth and holding a huge slide right out to the air fence, standing the bike up then pointing it at a fast, left-hand kink before a bumpy, 160-mph right-hander that later put four riders and a marshal in hospital.

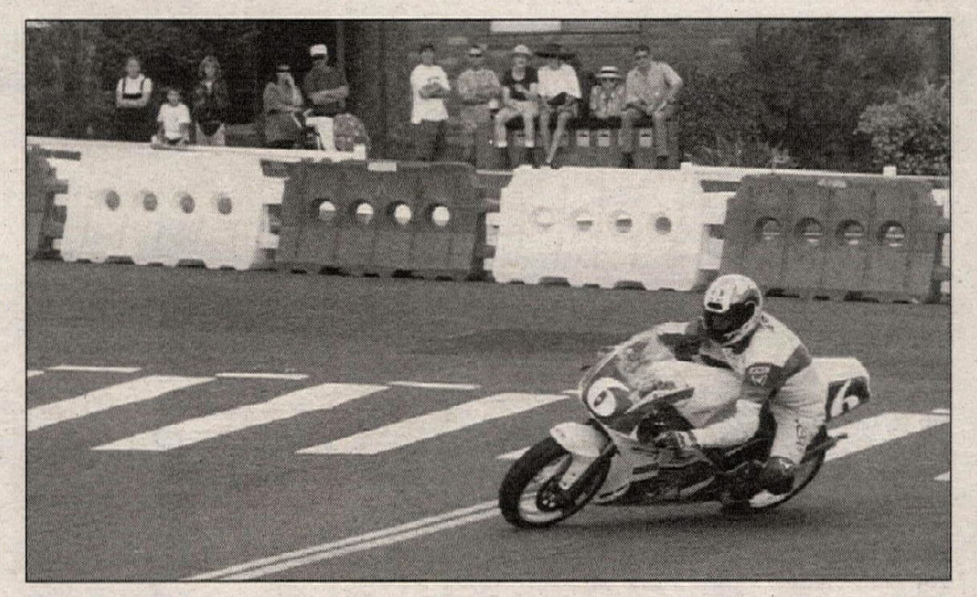
This was a street circuit in the truest sense of the word. It was bumpy and sometimes the surface changed every couple of yards. There was no runoff room, and it took a special sort of person to go fast on a motorcycle here. A few of the riders were perhaps caught a bit unaware, but eventual top man Ian Hambridge liked the circuit.

"It was great," Hambridge said. "You've only got to look at some of the goat tracks I've ridden on, like Amaroo Park, (which has) a 125 mph into a brick wall stop-and-turn corner. Sure it was dangerous, but you ride the track accordingly: be safe, ride at nine-tenths. You just got to. I loved it."

When asked about the part of the track that did injure so many riders, Hambridge replied, "That's a real fast part of the track. Sixth gear flat out at around 160 mph."

The first race on Sunday was the Tooheys Red Bitter Formula Two event, scheduled for six laps. The race featured up to 600cc, Supersport 600cc and 250cc twins. Marty Atlee used his Honda RS250 to dominate all weekend. He qualified on the pole and took wins in both legs; the number-six, bright-yellow Honda was spectacularly fast. His race time was 9:23.03, with a fastest lap of 1:32.84. Atlee was one of the few riders to use most of the road. Second in the first leg was Hambridge, again on his CBR600 with Tony Rees third on the Ducati 748SP.

Race two featured the Broadys' Bikes 250cc Production and Super Singles event, running for five laps. This was one of the closest races of the weekend as the lead changed a number of times. The standout performance of the day was by Leanne Smith on a Suzuki RGV250. A C-grade rider, she came from sixth on the grid to finish a very close third place. Less than half a second covered first, second and third. Chris Wilkie won with a race time of 8:39.03, Brendan Dipper was a close sec-



(Above) Martin Atlee was in a class by himself as he posted the victory in the Formula 2 division aboard his Honda RS250. (Right) Barry Hartshorne (56) powers out of the Coca Cola curve ahead of Dave Valentine (24) in the Forgotten Era Unlimited class. Greg Avery (not shown) took top honors.

ond. Fourth-placed Craig McMartin ran the hottest lap with a 1:42.93 charge around the course. Race three on the day, slated for six laps, was the Triumph Forgotten Era. FE is open to any bike manufactured between 1971 and 1981. Restrictions are few. The bikes must look like the original bike - no aftermarket fairing, for example - and use the original motor. This makes for some interesting machinery, and the class is absolutely awesome to watch. Greg Avery rode his GSX1100 Suzuki to the win in the first leg with a race time of 9:23.03 and a fastest lap of 1:32.84 seconds. Simon Thomas was 2.5 seconds down in second followed by Barry Hartshorne, who raced to a hard-fought third place.

The fourth event and the feature race of the morning was the Castrol Formula One TT for unlimited machines up to 1000cc. Trevor Jordan, known for his ability to mix it with the best at the Isle of Man and Malaysian GP, was the pacesetter in early practice. He qualified on his Team Kawasaki Australia ZXR750 more than four seconds faster than the next bike. But after leading off the start, Jordan's engine dropped a connecting rod on the way up the first hill leaving him high and dry. That left Hambridge, Wayne Clark and Dave Cole running at the front of the field. Hambridge rode the wheels of the little 600 to a best lap time of 1:33.08 to win by 2.7 seconds over Clark and Cole, who were 16 seconds away.

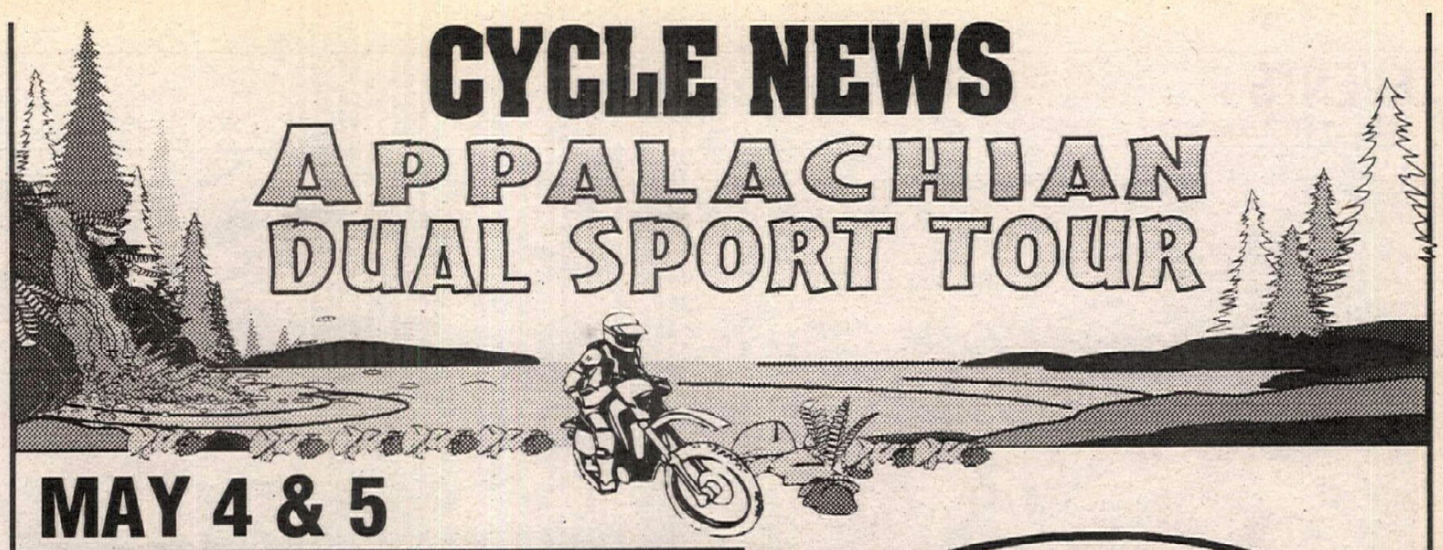
Waved away 10 seconds after the F-1 bikes, the BEARS racers put on quite a show. On corrected time, Phil Allen finished first in the BEARS event and 10th in the TT after posting a fastest lap of 1:38.05.

Race five, leg two of the Formula Two turned out to be an easy winner for Atlee, making him the overall winner on the day. Race six saw the 250cc Production and Super Singles take to the track again. The order changed slightly up front with Wilkie taking his second win and overall win for the day. Craig McMartin finished a fine second for second overall. Smith was third again and third overall. Race seven for Forgotten Era was dominated by Avery with Simon Thomas in second on the day and Hartshorne third.

The second leg of the Castrol/Australian F1 Unlimited TT class was the last race of the weekend. Originally scheduled for 10 laps, the race was cut back to eight laps due to rain. The boys kept the best for last. Hambridge, Cole and Clarke put on the race of the day. The dogfight for the title saw the lead change many times between the three riders. The winner was in doubt right up to Coca Cola Corner, before Indent Chicane. Hambridge ran into some lapped bikes, got held up and lost the lead to Cole. Clarke was unable to take advantage and had to settle for third, much to the disgust of Cole, as a third for Hambridge would have allowed Cole to take the title. Instead Hambridge earned top honors for the weekend followed by Cole and Clarke. CN

Port Kembla, New South Wales, Australia
Results: April 6-7, 1996

U/L TT: 1. Ian Hambridge (Hon); 2. Dave Cole (Duc); 3. Wayne Clarke (Suz).
BEARS: 1. Phil Allen (Duc); 2. Andrew Fenton (Duc); 3. Andrew Cullen (Duc).
F-2: 1. Marty Atlee (Hon); 2. Tony Rees (Duc); 3. Ian Hambridge (Hon).
250 PROD: 1. Chris Wilkie (Suz); 2. Craig McMartin (Suz); 3. Leanne Smith (Suz).
S/SGL: 1. Phil Dombkins (Hon); 2. Peter Besant (Hon); 3. Paul Dobbs (Hon).
FE U/L: 1. Greg Avery (Hon); 2. Simon Thomas (Hon); 3. Barry Hartshorne (Suz).
FE 500: 1. Jim Scaysbrook (Mat); 2. Alan Murray (Suz); 3. Norman Cormack (Hon).
FE 350: 1. Robert Davey (Yam); 2. Damon Owen (Yam); 3. Wayne Gow (Yam).



MAY 4 & 5
TOUR 2

RENFRO VALLEY, KY

Next stop on the Tour is Renfro Valley, Kentucky - famous for its Bluegrass music. Our course takes you through the Daniel Boone National Forest. This year's course is designed by off-road champ Scott Summers and Fred Bramblett. Note: Our forestry special use permit requires all bikes have spark arrestors and muffling system no louder than 94db(A).

AMA SUZUKI NATIONAL DUAL SPORT TRAIL RIDE SERIES '96 MOOSE

APPALACHIAN DUAL SPORT TOUR
DANIEL BOONE '96

AWARDS
(Only 2-Day Participants eligible)

SATURDAY
SILVER FOX (Oldest Rider)
VINTAGE
(Oldest Bike -MUST be LEGALLY Licensed)
IRON BUTT
(Longest Distance on Bike to Event)

SUNDAY
DUNLOP SCAVENGER HUNT
(Winner wins four car tires!)
POKER RUN: Riders (Top 10 Hands)
Passengers (Top 3 Hands)
HARD LUCK
SPORTSMANSHIP

SCHEDULE OF EVENTS:

Friday:	6-9PM	Registration at Headquarters
Saturday:	7-8:30AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:30AM	Last Check- Out
	6:00PM	Last Check-In
	6:00PM	**Cycle News* Dunlop* Answer* Acerbis* Suzuki*** DINNER, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
Sunday:	7-8:00AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:00AM	Last Check- Out
	3:00PM	Awards

AMA

PRE-ENTRY FEES:

2-Day Rider:	$75.00
1-Day Rider	$35.00
2-Day Passenger	$40.00
1-Day Passenger	$20.00
At Event:	Add $5 ea.

ACCOMMODATIONS
Renfro Valley KOA:
606/256-2474
Days Inn: 606/256-3300
Econo Lodge:
606/256-4621
Best Western: 606/256-5156

HEADQUARTERS
Renfro Valley KOA
Renfro Valley, KY
I-75 at Exit 62
(15 min. S. of Berea;
45 min. S. of Lexington;
2 hrs. N. of Knoxville)

INFORMATION
RACER PRODUCTIONS
Rt. 12 Box 267
Morgatown, WV 26505
304-284-0084
fax: 304-284-0081

ANSWER DUNLOP ACERBIS SUZUKI KTM MOTORCYCLES

(Entry may be copied)
TOUR NAME:_____

OFFICE USE ONLY
Date received:_____ Amount:$_____ #_____

Name:_____
(Please Print) First Last

Address:_____
(Please Print) Street City State Zip

AMA#_____ AGE:_____ Passenger Name:_____
Required(if you are not a AMA Member you can join at the event)

In Emergency, Contact:_____ Phone:_____

I AM ENTERING: ☐ BOTH DAYS ☐ SAT. ONLY ☐ SUN. ONLY

Please send entry & Check or Money Order to:
RACER PRODUCTIONS, Inc.
Route 12 Box 267, Morgantown, WV 26505

Bike Make_____
Model_____
Year_____ cc_____

(Left) Mike McConnville (975) fought his way to the front in this Over 30 B/C moto and came away with perfect scores in both the Over 30 and Over 25 B/C divisions during round one of the AMA Trans-MX Series at Road Atlanta Motocross.
(Above) Dustin Bloomfield (26) held off Dan Paladino (30) for the 125cc Pro-class win at round one of the AMP Racing 1996 Spring Series in Turlock, California.

Humphrey, McConville conquer Road Atlanta MX

By Gary Crider

BRASELTON, GA, MAR. 23
Adam Humphrey garnered wins in the 125 and 250cc A divisions while Mike McConnville carved out perfect scores in Over 25 and Over 30 B racing during round one of the AMA Trans-MX Series, an event which drew over 340 entrants to Road Atlanta Motocross.

North Carolina's Jim Chester holeshot the opening 125cc A moto with Humphrey in close pursuit. Early in the first lap, Humphrey set up to pass but hit a course marker and crashed back to 14th position. Chester held on for the moto win. Meanwhile, Humphrey charged back through the pack to finish second.

Moto two saw Humphrey and Chester take turns at the lead during the opening moments, but Humphrey soon had control of the position and took the moto win and the overall ahead of Chester and Dwayne Bone.

Humphrey led start-to-finish in moto one of 250cc A racing, while Chester overcame a first-lap spill to finish second.

McConnville's four-moto sweep of the Over 25 and Over 30 divisions was jeopardized several times during the day. McConnville had to survive a last-lap challenge from Chris McDonald before taking the first Over 25 moto win. In the final Over 25 moto, the runner-up dice between Mark Palmisano and Greg Mau nearly overtook McConnville at the flag.

McConnville got a slow start in the second Over 30 moto but was able to catch and pass race leader McDonald on the last lap, keeping McConnville's perfect score intact.

Greg Tysor led every lap of the opening 125cc C moto, and moto two saw Tysor come from behind to take the lead away from Richard Jenkins, netting a perfect score. Jenkins claimed runner-up honors. Tysor came back to win the hard-fought Over 35 division with a 4-1 tally.

The 50cc (7-9) class was a thriller as Logan Bell and Jesse Luttrell battled to a winner-take-all photo finish in moto two. Bell got the nod.

Benny Durrough came away with double wins in Vintage and Over 40 racing action.

Results

VINT: 1. Benny Durrough (Mai); 2. David Keith (Suz); 3. Robert Phillips (Hon); 4. Dave Kaufman (AJS); 5. Richard Taylor (Hon).

50 (4-6): 1. Christopher Pittman (KTM); 2. Ethan Podgurski (Yam); 3. Parker Jarrard (KTM); 4. Chance Culp (Yam); 5. Justin Barfield (KTM).

50 (7-9): 1. Logan Bell (Cob); 2. Jesse Luttrell (Cob); 3. Bradley Wright (Cob); 4. Darrell Wilson (Cob); 5. Andy O'Rilley (LEM).

60: 1. Michael Sisemore (Kaw); 2. D.C. Thomason (Kaw); 3. Rob Wooden (Kaw); 4. Tommy Lee (Kaw); 5. Jesse Luttrell Kaw.

80 D: 1. Geoffrey Travis (Hon); 2. Nicholas Selk (Kaw); 3. Bryan Lee (Kaw); 4. Alan Bowling (Hon); 5. Ryan Wooden (Suz).

JR MINI: 1. Michael Sisemore (Hon); 2. D.C. Thomason (Kaw); 3. Luke Bunzendahl (Hon); 4. Rob Wooden (Kaw); 5. Tommy Lee (Hon).

SR MINI: 1. Chad Albritton (Hon); 2. Dash Lyle (Kaw); 3. Robert Chambers (Hon); 4. Chris Gibson (Yam); 5. Dale Chapman (Kaw).

S/MINI: 1. Chad Albritton (Hon); 2. Robert Chambers (Kaw); 3. Austin Chatham (Hon).

125 YTH: 1. Michael Crawford (Yam); 2. Darren Collins (Yam); 3. Victor Bute (Suz); 4. Geoffrey Travis (Hon); 5. Matt Wassar (Kaw).

125 D: 1. Westin Lee (Suz); 2. Greg Armour (Kaw); 3. Josh Lee (Kaw); 4. Terry Chambley (Suz); 5. Joseph Wright (Yam).

250 D: 1. Allen Rucker (Kaw); 2. Mike Crawford (Suz); 3. Greg Armour (Kaw); 4. Ryan Howell (Kaw); 5. Ricky Branum (Hon).

125 C: 1. Greg Tysor (Hon); 2. Richard Jenkins (Yam); 3. Paul Bellanca (Hon); 4. Forrest Brown (Suz); 5. Lee Branton (Kaw).

250 C: 1. Scott Fisler (Yam); 2. Rusty Buford (Hon); 3. Ryan Tuggle (Hon); 4. Rob Jones (Suz); 5. Waylon Weeks (Kaw).

125 B: 1. Phillip Hayes (Suz); 2. Mark Taylor (Kaw); 3. Michael Crawford (Yam); 4. Brian Jones (Hon); 5. Greg Mau (Hon).

250 B: 1. Phillip Hayes (Suz); 2. Mark Taylor (Kaw); 3. Wes Ashley (Hon); 4. David Jackson (Yam); 5. Reggie Starett (Suz).

U/L AM: 1. Mark Palmisano (Hon); 2. Brian Jones (Hon); 3. Mark Butler (Hon); 4. Ryan Tuggle (Hon); 5. Chris Winkler (Hon).

25+ B/C: 1. Mike McConville (Yam); 2. Mark Palmisano (Hon); 3. Greg Mau (Hon); 4. Al McEver (Hon); 5. Chris McDonald (Yam).

25+ A: 1. Ross Johnson (Hon); 2. Jonathan McClellan (Hon); 3. Jon Krieger (Kaw); 4. Glenn Bates (Suz); 5. Mike Hamilton (Hon).

30+ B/C: 1. Mike McConville (Yam); 2. Al McEver; 3. Chris McDonald (Yam); 4. Sam Kistler (Yam); 5. David Jackson (Yam).

30+ A: 1. Glenn Bates (Suz); 2. Logan Atkins (Hon); 3. Joseph Bailey (Yam).

35+: 1. Greg Tysor (Hon); 2. Jay McClellan (Yam); 3. Paul Bellanca (Hon); 4. Logan Atkins (Hon); 5. Jim Creasy (Hon).

40+: 1. Benny Durrough (KTM); 2. Kenny Hall (Hon); 3. Warner Wilbourn (KTM); 4. Dale Deaton (KTM); 5. Larry Hamrick (Suz).

125 A: 1. Adam Humphrey (Suz); 2. Jim Chester (Suz); 3. Dwayne Bone (Hon); 4. David Dishman (Suz); 5. Tommy Boyd (Yam).

250 A: 1. Adam Humphrey (Suz); 2. Jim Chester (Suz); 3. Dwayne Bone (Hon); 4. Ross Johnston (Hon); 5. Jeff Giese (Suz).

SPCL OPEN PRO: 1. Jerry Buechler (Yam); 2. Lane Coile (Hon); 3. Marlin Noffrett (Suz).

SPCL OPEN 25+: 1. Lane Coile (Hon); 2. Braxton Bragg (Hon); 3. Norris Quinn (Hon); 4. John Kidd (Hon); 5. Jerry Buechler (Yam).

SPCL OI EN AM: 1. Russell Powell (Hon); 2. Brad Powell (Suz); 3. Norris Quinn (Hon); 4. B.J. Sosebee (Hon); 5. Daryl Hewley; (Hon).

Bloomfield blasts Turlock MX

By Dick Archer

TURLOCK, CA, MAR. 24
Dustin Bloomfield worked his way to victory in the 125cc Pro class during the first round of AMP Racing's five-round FMF/Mechinix Wear/Yamaha of Modesto 1996 in Turlock.

The first 125cc Pro moto saw a good four-way battle as Dan Paladino led the way through turn one holding off Dustin Bloomfield, Pete Piantanida and Justin Quinn lap after lap, but not by much. Bloomfield was on Paladino's heels in several of the corners but couldn't find a line around him. Paladino held off a last-lap charge to take the win with Bloomfield but a second behind.

In moto two, Bloomfield and Paladino rocketed around the broad, sweeping first turn. With Bloomfield just a wheel in front of Paladino, they raced, side by side to the first hairpin. As they rounded the corner Bloomfield got the jump coming out on the gas and took the lead. Paladino knew he couldn't let Bloomfield get away and made several attempts early in the moto to regain the lead. He did everything he could to cut Bloomfield off in the corners, but Bloomfield was amped and wasn't about to let this happen. His racing experience showed as he protected his lines, blocking every move that Paladino tried to make. This went on for most of the moto, and by the last lap it was anyone's guess who would win this one. Paladino began to tire, and he was unable to make the pass on Bloomfield who crossed the finish line ahead by about three bike lengths. Meanwhile, Quinn got the best of Piantanida for third. Bloomfield's hard-fought moto victory gave him the well-deserved overall win and the early points lead in this series.

The 125cc Intermediate and the 125cc Novice classes were also close and very competitive.

Robert Simpson was looking very strong as he won both motos in the 125cc Intermediate class, and Danny Smith got the best of Jason Ellis in the 125cc Novice division.

Results

50: 1. Stenson Womack (KTM); 2. Kyle Parino (LEM); 3. J.J. Alcantar (Yam); 4. Anthony Hernandez (KTM); 5. Cody Woods (KTM).

60 BEG (0-8): 1. James Leon (Kaw); 2. Casey Hinson (Kaw).

60 BEG (9-11): 1. Jeff Fajardo (Kaw); 2. Ryan Montgomery (Kaw); 3. Chris Podergois (Kaw); 4. Eric Stoke (Kaw); 5. Jarrod Mertens (Kaw).

60 NOV (9-11): 1. Brett Markarian (Kaw).

80 P/W: 1. Kyle Bell.

80 P/W: 1. Logan Masterson (Kaw).

80 BEG: 1. Nick Davis (Suz); 2. Robby Fouts (Kaw); 3. Steve Mertens (Hon); 4. Nick Gibson (Suz); 5. James Fuller (Hon).

80 NOV: 1. Jon Replogle (Suz); 2. Randy Norman (Yam); 3. K.C. Rimaiden (Hon); 4. Chris Lorado (Suz); 5. Toby Jorgensen (Hon).

80 INT: 1. Ryan Morais (Yam).

125 BEG/D-1: 1. Kelly Quinn (Hon); 2. Mike Hunter (Suz); 3. Travis McDonald (Hon); 4. Bryce Hart (Kaw); 5. Mark Verhougstraete (Suz).

125 BEG/D-2: 1. Tony Victorino (Kaw); 2. Dennis James (Hon); 3. Shawn Avalos (Kaw); 4. Jason Ferre (Suz); 5. Jon Peters (Kaw).

125 NOV: 1. Danny Smith (Suz); 2. Jason Ellis (Hon); 3. Ulysses Pollard (Yam); 4. Craig Truglio (Kaw); 5. Mike Aiello (Kaw).

125 INT: 1. Robert Simpson (Hon); 2. Jerrad Fisher (Suz); 3. Paul Temmerman (Suz); 4. Leo Tidwell (Hon); 5. Cory Morais (Yam).

125 PRO: 1. Dustin Bloomfield (Yam), 2. Dan Paladino (Suz); 3. Justin Quinn (Kaw); 4. Pete Piantanida (Yam).

250 BEG: 1. Jamey Parker (Kaw); 2. Paul Staffers (Yam); 3. Tony Dias (Yam); 4. Joe Campilli (Hon); 5. Brian Tolis (Suz).

250 NOV: 1. Travis Marks (Kaw); 2. Jason Ellis (Kaw); 3. Jim Copeland (Hon); 4. Beau Buron (Suz); 5. Travis Hudson (Hon).

250 INT: 1. Leo Tidwell (Hon); 2. Sean Lollor (Kaw); 3. Jeff Brownlee (Suz); 4. Davey Duarte (Hon); 5. Shawn Parks (Hon).

250 PRO: 1. Pat Gomm (Suz); 2. Trevor Meagher (Hon); 3. Kevin Cordua (Hon).

500 BEG: 1. Keith Rhodes (Hon); 2. Chris Glasser (Kaw).

BEG (25+): 1. Alan Wilson (Hon); 2. William Serpa (Yam); Jon Peters (Kaw); 4. Dean May (Hon); 5. Mike Gardner (Suz).

NOV (25+): 1. Jim Copeland (Hon); 2. Peter Whipple (Kaw).

INT (25+): 1. Sean Lollor (Kaw); 2. Dave Lundin (Kaw); 3. Rick Mattos (Hon).

BEG (30+): 1. Shawn Walkingstick (Hon); 2. Jimmy Riveas (Kaw); 3. Rob Dubato (Kaw); 4. Roland Womach (Yam); 5. Randy Green (Yam).

NOV (30+): 1. Mark Dawson (Kaw); 2. Jim Dullara (Hon); 3. Chris Cowell (Hon); 4. Mike Wenstrund (Suz); 5. David Adair (Hon).

PRO (30+): 1. Mike Johnson (Suz); 2. Micky O'Shaughlyessy (Hon); 3. Gregg Dungan (Hon); 4. Randy Medley (Suz); 5. Jimmy Roberson (Suz).

35+: 1. Scott Podergois (Yam); 2. Steve Hall (Kaw); 3. Randy Lynch (Yam); 4. Chris Schlander (Suz); 5. Nick McKinnon (Yam).

BEG (40+): 1. Dan Ristrom (Yam); 2. Tim Donaldson (Kaw); 3. Bob Kosovilka (Hon); 4. John Pierce (Yam); 5. Craig Gilmour (Hon).

NOV (40+): 1. Bobby Lynch (Yam); 2. Kenny Walker (Hon).

INT (40+): 1. Alan McGehee.

Walker, McElroy split Sandhills Motocross

By Jimmy Stewart

CHESTERFIELD, SC, MAR. 17
Kevin Walker and Brian McElroy traded 250cc Pro-class moto wins at the second round of the 1996 Technosel Carolina Ultra Series at Sandhills Motocross Park, with McElroy taking the overall win.

Dunlop day drew an all-time park record of 350 riders, even though there were scattered showers and a few tornados spotted in the North and South Carolina area on Saturday.

Walker cleaned house in the 125cc Pro class with the lowest score possible of 1-1 moto wins. McElroy took second with 2-2.

Jim Chester beat both of them in the Over 25 A class with a 2-1 to McElroy's 1-3 and Walker's 3-2. Billy Liles claimed his fame in the Over 30 A class with a 1-1 score over Joel Baker. Michael Church filled out the podium.

Results

250 PRO: 1. Brian McElroy (Yam); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Billy Liles (Suz); 5. Jacob Dombrosky (Suz).

125 PRO: 1. Kevin Walker (Yam); 2. Brian McElroy (Yam); 3. Jim Chester (Suz); 4. Jacob Dombrosky (Suz); 5. Billy Liles (Suz).

250 B: 1. Marcus Hendrick (Suz); 2. Preston Rose (Kaw); 3. Brain Lane (Yam); 4. Mark Wagner (Kaw); 5. Richard Thomas (Kaw).

125 B: 1. Mark Wagner (Kaw); 2. Brain Lane (Yam); 3. Marcus Hendrick (Suz); 4. Preston Rose (Kaw); 5. Josh Capps (Kaw).

U/L: 1. James Hayes (Hon); 2. Zach Yonce (Suz); 3. Shane Lawson (KTM); 4. Danny Dailey (Hon); 5. Samuel King (Hon).

SCHBY: 1. Josh Capps (Kaw); 2. Bobby Ranker (Suz); 3. Joshua Summey (Kaw); 4. Paul Justus (Yam); 5. Dereck Hendrick (Suz).

25+ A: 1. Jim Chester (Suz); 2. Brain McElroy (Yam); 3. Kevin Walker (Yam); 4. Billy Liles (Suz); 5. Kirk Johnson (Yam).

25+ B: 1. David Sawyer (Kaw); 2. Jeff Hashala (Yam); 3. Michael Milen (Hon); 4. William Cassavaugh (Suz); 5. Wayne Eller (Kaw).

25+ C: 1. Keith Nevers (Hon); 2. Billy Harrison (Hon); 3. Jimmy Pitcock (Suz); 4. Eric Ferguson (Hon); 5. Daron Petrea (Hon).

30+ A: 1. Billy Liles (Suz); 2. Joel Baker (Hon); 3. Michael Church (Yam); 4. Ron Jones (Hon); 5. Michel Deovigng (Hon).

30+ B: 1. Phillip Page (Yam); 2. David Eller (Kaw); 3. Joey Singleton (Hon); 4. Donnie Davis (Suz); 5. Jimmy Johnson (Kaw).

30+ C: 1. Russ Pickett (Hon); 2. Keith Nevers (Hon); 3. Billy Harrison (Hon); 4. Dane Laney (Hon); 5. Mark Hutginger (Suz).

35+: 1. Joel Baker (Hon); 2. Ron Jones (Hon); 3. Phillip Page (Yam); 4. Rick Wright (Suz); 5. Thomas Perkins (Suz).

S/SR: 1. Stephen Whitt (Suz); 2. Carl Jenkins (Suz); 3. Peter Harrison (Hon); 4. Jim Cretsonger (Hon); 5. Jack Bruner (KTM).

OPEN AM: 1. Ron Jones (Hon); 2. Larry Sparks (Hon); 3. Larry Harrison (Kaw); 4. Wesley Miller (Hon); 5. Eddie Sharpe (Yam).

250 C: 1. Maxine Lapointe (Kaw); 2. Ned Blackwelder (Suz); 3. Anthony Fitch (Hon); 4. Jason Hartness (Kaw); 5. Tony Burgess (Kaw).

125 C: 1. Bill Cain (Suz); 2. Derrick Hendrick (Suz); 3. Zack Yonce (Suz); 4. Kevin Simpson (Suz); 5. Randy Hanbright (Suz).

250 D: 1. Jason Surface (Hon); 2. Joseph Fisher (Kaw); 3. Larry Stephens (Kaw); 4. Eric Harniss (Hon); 5. William Lauver (Hon).

125 D: 1. Casey Calhoun (Yam); 2. Chad Black (Kaw); 3. Ralph Carr (Kaw); 4. Mark Benson (Suz); 5. Klint Ford (Suz).

S/MINI: 1. Hans Neel (Hon); 2. Joshua Summey (Kaw); 3. Casey Barnes (Suz); 4. Cory King (Suz); 5. Hans Neel (Hon).

JR MINI: 1. Matt Miller (Suz); 2. Phillip Banker (Suz); 3. B.J. Huntsinger (Suz); 4. Michael Willis (Suz); 5. Kyle Justice (Kaw).

80 D: 1. Michael Alexander (Kaw); 2. Dennis West (Yam); 3. Chris Neel (Suz); 4. Kyle Stown (Yam); 5. Justin Gruess (Hon).

60 (10-11): 1. Michael Willis (Yam); 2. Steve Dailey (Kaw); 3. Matthew Myers (Kaw); 4. Derrick Barge (Kaw); 5. Jeff Nelson (Kaw).

60 (7-9): 1. Philip Ivers (Kaw); 2. Jane Posky (Kaw); 3. Joshua Jordan (Kaw); 4. Cody Gosnell (Hon); 5. Aaron Nations (Kaw).

50 (7-6): 1. Jake Posey (Cob); 2. Stephen Cooke; 3. Aaron Nations (LEM); 4. Matthew O'Quinn (Yam); 5. Dustin Baker (Hon).

50 (4-6): 1. Davin Price (LEM); 2. Brandon Large (LEM); 3. Madison Hambright (KTM); 4. Wyhan Bales (KTM); 5. Dustin Norris (KTM).

Mathews rails at Road Atlanta Vintage racing

By Van Funchess
Photo by Aaron Stevenson

BRAZELTON, GA, MAR. 23

Mike Mathews claimed victories in the Vintage One and Vintage Two classes for the WERA Vintage races held at Road Atlanta Raceway.

Mathews scored big because the Road Atlanta event is one of the selected double points races held during the season. Mathews started the day off with a win in the Vintage One class by engaging in a titanic struggle with Rixon Breckon. Both were Honda CB350-mounted with Mathews having a small edge in top speed and Breckon making up ground under braking. Mathews led the first two laps, but as they closed in on the Vintage Four field Breckon passed while braking going into turn one. The next lap found Mathews leading at the bridge at the end of the straightaway, but Breckon worked his magic going into turn one for his second term in the lead. Breckon was unable to hold off Mathews as he laid in wait for a final-lap effort. Breckon made his move under braking at the bridge but was unable to hold his line and ran off on the dirt heading towards the finish line. Mathews was victorious while Breckon remained upright to claim second place.

Mathews was victorious in Vintage Two as he battled with Breckon again. This time Mathews was mounted on a Honda CB450 and had an easier time dealing with Breckon. This race was combined with the Vintage Five class with Aaron Stevenson scoring his first victory of the season. Stevenson was mounted on the big Kawasaki four-stroke as he battled with the two-strokes of Mark Morrow and Stephen Foote.

Ed Salley stormed off the line from his fourth-row starting position to gain the lead and eventual victory in the Vintage Three class. Salley appeared to be rocket-mounted as he took the lead during the first 100 yards and almost collided with one of the front-row starters.

Results

VINT 1/PRE-'65: 1. Craig Breckon (Duc); 2. Royce Eaton (Duc); 3. Ken Pruitt (RE)

VINT 1: Mike Mathews (Hon); 2. Rixon Breckon (Hon); 3. Daniel Kane (Hon); 4. William McClintic (Hon); 5. Mark Nadelkov (Hon).

VINT 2: 1. Mike Mathews (Hon); 2. Rixon Breckon (Hon); 3. Ted Hubbard (BSA); 4. David Mattews (BSA); 5. Bruce Abbott (Hon).

VINT 3: 1. Ed Salley (Yam); 2. Keith Powell (Yam); 3. Royce Eaton (Tri); 4. Paul Wright (MG); 5. Robert Clark (Yam).

VINT 4/2-STRK: 1. Mark Morrow (Yam); 2. Dick Gruhn (Kaw); 3. Gregory Woodliff (Kaw); 4. Robert Newby (Yam); 5. Paul Garland (Yam).

VINT 4/4-STRK: 1. Daniel Levine (Yam); 2. Michel Tiberio (MG); 3. Paul Wright (MG); 4. J.B. Balko (Hon); 5. Michael Estepp (Hon).

VINT 5: 1. Aaron Stevenson (Kaw); 2. Mark Morrow (Yam); 3. Stephen Foote (Yam); 4. Frank Stroman (Kaw); 5. Brian Harvey (Suz).

VINT 6: 1. Mark Turner (Suz); 2. Aaron Stevenson (Kaw); 3. Stephen Foote (Yam); 4. Sam Huffman (Suz); 5. Robert Newby (Yam).

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DISTRICT 37 AMA COMPETITION

SUNLAND SHAMROCKS MOTORCYCLE CLUB

MAY 4 & 5, 1996

4th Round of the District 37 Big Six GP Series

SATURDAY, MAY 4th			SUNDAY, MAY 5th		
Race #1	8:00 a.m.	Unclassfied	Race#6	8:00 a.m.	Vintage, Classic, Dual-Sport & 4-Stroke
Race #2	9:30 a.m.	Senior/Magnum/SuperSr.	Race #7	9:30 a.m.	250cc
Race #3	11:15 a.m.	Kids Event	Race #8	11:00 a.m.	Veterens
	12:00 p.m.	Lunch		12:00 p.m.	Lunch
Race #4	1:00 p.m.	0-175cc & Women	Race #9	1:00 p.m.	500cc
Race #5	3:00 p.m.	Team Challance	Race #10	2:45 p.m.	Quads & Sidecars

Entry Information:
$25.00 Per Rider, Pre-Entry, (Closes April 30, 1996)
$35.00 Per Rider, Post-Entry,
Add $5.00 for Non-District 37 Members
Kids Event $10.00 (Parents must be present)
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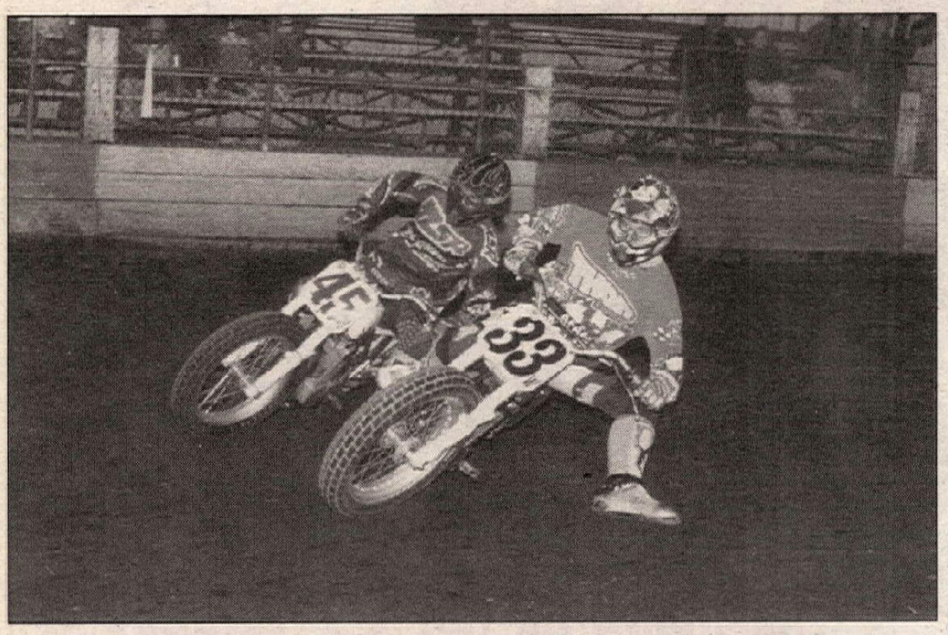

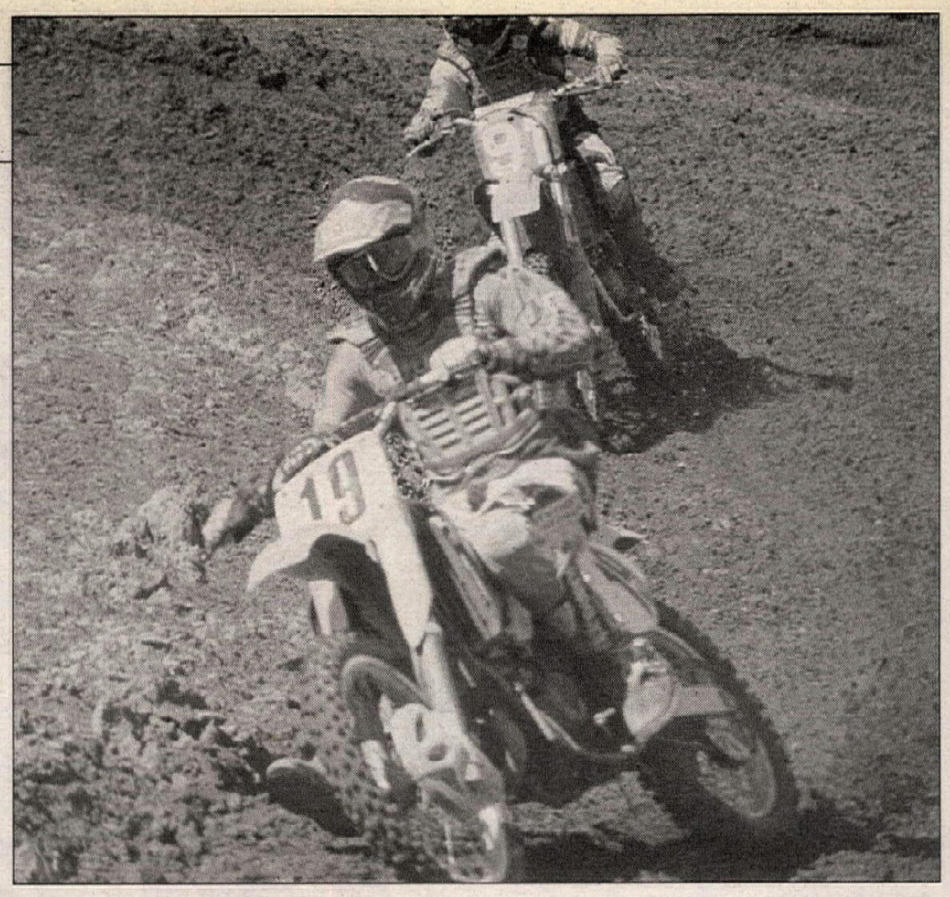

(Above left) Eric Rickman (33W) and Speedy Kell (45) battle for second in the Pro main event during the penultimate round of the Oakwood Arena's Indoor Short Track Series in Roy, Washington.
(Left) Winner Rich Brooks threads through the logs at the Bear Garden Vintage Trial in Union Bridge, Maryland.
(Above) Paul Temmerman (19) leads Leo Tidwell (91) in the first moto of 125cc Intermediate racing at the AMP Motocross in Hollister, California. Tidwell would win the moto and overall.

Fay, Prindiville pound Oakwood Short Track

By Clay Light
Photo by Karin Lang

ROY, WA, MAR. 30
Indoor specialists Mickey Fay and George Prindiville, class dominators throughout the Oakwood Arena's Indoor Short Track Series, once again prevailed at the next-to-last round of the series.

Fay, the Pro-class winner, flew to a win in the first of two qualifiers. while fellow national number holder Troy Rose topped the other. A Pro Trophy Dash, which took the top two from heat races, was topped by Fay.

Although Fay went uncontested with a sweep of the evening's Pro festivities, it was Speedy Kell who delivered the race's most impressive performance. After a crash early in the 10-rider, 20-lap Pro final, Kell, who started off at the tail end of the pack on the single-file restart, carved his way from last to third in one lap. This set up a stellar battle for second between Kell and Eric Rickman, which ultimately went Rickman's way.

Prindville won the 250cc A main aboard a Suzuki, stretching out his class points lead after beating Todd Hill, Byron Dotson and Dave Mahler. Hill was on of three Oregonian riders in the winner's circle after an Over 30 250cc win. The others were Sean Light, who won the 125cc A and 80cc B mains, and Over 40 winner Todd Tracy.

Results

PRO: Mickey Fay (Rtx); 2. Eric Rickman (Rtx); 3. Speedy Kell (Rtx).
OPEN A: 1. Jerry Southworth (Rtx); 2. Christian Vernon (ATK); 3. Nick McBride Sr. (Hon).
250 A: 1. George Prindville (Suz); 2. Todd Hill (Bul); 3. Byron Dotson (Bul).
125 A: 1. Sean Light (Suz); 2. Jerry Hansen (Hon); 3. Scott Mitchell (Kaw).
80 A: 1. Jake Holden (Hon); 2w. Mike Rochester (Kaw); 3. Nathan Wharton (Hon).
60 A: 1. Mike Rochester (Kaw); 2. Nick Sellers (Kaw).
50 SR: 1. Dallas Melby; 2. Derek Stalcop; 3. Joshua Baker.
50 JR: 1. Derek Stalcop; 2. Kyle Buchanon; 3. Dallas Melby.
P/W A: 1. Mike Johnson; 2. Tyler Thompson; 3. Kyle Buchanan.
P/W B: 1. Crystal Kinnee; 2. Tyler Mitchell; 3. Mickey Fay Jr.
80 B: 1. Sean Light (Suz); 2. Jerry Hansen (Hon); 3. Josh Johnson (Hon).
A (40+): 1. Todd Tracy (Bul).
250 (30+): 1. Todd Hill (Bul).
OPEN (30+): 1. Nick McBride Sr. (Hon); 2. John Parrish (Hon).

Brooks mauls Bear Garden Vintage Trial

By Jack Pearre

UNION BRIDGE, MD, MAR. 24
Rich Brooks rode to a convincing Premier A-class win during the Bear Garden Vintage Trial.

Consistency was Brooks' forte as only the deteriorating conditions in the muddy logs of section seven caused any increase in his loop scores. Brad Eaton turned in competitive scores on the second and third loops, but numerous dabs on the first loop caused him to finish in second place.

Roger Annable was the winner in the Premier B class, and his score of 2 on the day left the competition no margin for error. After a two-year absence from Premier competition, Jeff Chambers returned to run head-to-head with Annable for the first two loops. A 5 on the log in section seven on the third loop left Chambers in second place on the day. Warren Klels and Bill Galloway matched each other section by section throughout the day to finish in a tie for third place.

Scott Woerth led from start to finish for the Classic A-class victory. Pete Slesser encountered difficulties in the first four sections but halved his score on the second loop to move into third place, where he finished the day behind Ray Donet.

The highly competitive Classic B class was treated to the sight of some new faces at the head of the pack. John Stark set the pace on the first loop with a score of 6. Tim Slifer with 7 and Rick Tumbusch with 8 marks held second and third places respectively. Stark scored the maximum 5 in muddy section seven, which helped to double his second-loop score and drop him to second place. Meanwhile, Slifer turned in an excellent three-mark loop to move into first place. Slifer continued his consistent riding for the win on the day. Tumbush turned in an impressive three-mark final loop to grab a second-place finish. Continued difficulty with section seven's mud caused Stark to finish third.

Results

PREM A: 1. Rich Brooks (Gre); 2. Brad Eaton (BSA).
PREM B: 1. Roger Annable (BSA); 2. Jeff Chambers (BSA); 3. (TIE) Bill Galloway (Gre)/Warren Klels (Tri); 5. Steve Dorenkamp (R-E).
CLSSC A: 1. Scott Woerth (Bul); 2. Ray Donet (Bul); 3. Pete Slesser (Mon); 4. Allen Paugh (Hon).
CLSSC B: 1. Tim Slifer (Yam); 2. Rick Tumbusch (Yam); 3. John Stark (Mon); 4. Bob Carrier (Bul); 5. Jamie Ransopher (Yam).
TW SH B: 1. Bill Karg (Hon); 2. Geoff Klets (Hon).
C: 1. Mark Jensen (Hon); 2. Brian Grove (Hon); 3. Bruce Sandground (Hon); 4. Larry Marlins (Yam); 5. John Briguglio (Bul).
BB: 1. Lee Curry (Mon); 2. Maury Boutell (Kaw); 3. Howard Grove (Hon).
CC: 1. Jeff Chambers (Oss); 2. Bill Viney (Mon); 3. Fred Slifer (Oss).
MONO INT: 1. Tim Taylor (Bet); 2. Dave Bazan (Fan).
MONO NOV: 1. Carroll Plowman (Bet); 2. Ted Trey (Yam); 3. Jason Tyler (Yam).
MONO BEG: 1. Ed Rhyshek (Apr); 2. Ray Donet Jr. (Apr).

Tidwell tops at Hollister MX

By Dick Archer

HOLLISTER, CA, MAR. 31
Leo Tidwell and Cory Morais split 125cc Intermediate-class moto wins with Tidwell getting the top honors overall at Hollister Hills SRVA during round two of the AMP Racing 1996 Spring Series.

As soon as the roster and race order were posted, it was clear that some serious competition would be taking place in the 125cc and 250cc Intermediate ranks.

When the gate dropped on the first 125cc Intermediate-class moto, Hawk White got the holeshot, but not by much. Morais jumped into the lead early in the first lap. White kept close in second while Tidwell and Paul Temmerman wrestled for control of third. By lap four Morais and White began to pick up the pace, pulling ahead of the others. They stayed very close lap after lap. Tidwell got by Temmerman for third. In the last corner, 40 feet from the finish line, White made a desperate move to cut Morais off. Crashing his bike into Morais, they both went down as Tidwell and Temmerman went waltzing by and crossed the finish line first and second. After they untangled, White was able to remount and finish third, Morais would settle for fourth.

In moto two, Morais took the holeshot with Tidwell, White, and Robert Simpson shadowing him. While all four bikes were streaking along for the next four laps, Morais and Tidwell managed to pull away from the others. Side by side, they fought for the lead all the way down to the last lap. Meanwhile, White pulled out all the stops as he passed Simpson and was gaining ground on the leaders. Catching them, the three raced into the last corner and once again White dived into Morais, and Tidwell, but this time only White went down. Morais edged out Tidewli for the moto win, but Tidwell won the overall.

Sean Lollor won the 250cc Intermediate with a 3-1 finish, undoing the efforts of Morais' first-moto win. Morais looked unbeatable in the first moto, but in moto two, Lollor got the holeshot and a strong lead. He was able to hold off several attacks from Tidwell and Morais for the moto win and the overall.

Dustin Bloomfield continued his winning ways as he dominated the 125cc and 250cc Pro classes with a four-moto sweep.

Results

50 NOV: 1. Paul Lawrence (KTM).
50 BEG: 1. Dustin Enochs (LEM); 2. J.J. Alcantar (Yam); 3. Anthony Hernandez (KTM); 4. Dean Koistad (LEM); 5. Cody Woods (KTM).
60 (0-8): 1. James Lean (Kaw); 2. Paul Lawrence (Kaw); 3. Dean Kolstad (Kaw); 4. Darroll Carroll (Kaw).
60 BEG (9-11): 1. Eric Stoke (Kaw); 2. Ryan Montgomery (Kaw); 3. Jeff Fajardu (Kaw); 4. Brandon York (Kaw); 5. Eric Pina (Kaw).
60 NOV (9-11): 1. David Doutsey (Kaw); 2. Brett Markakian (Kaw).
80 BEG: 1. Nick Davis (Suz); 2. Darin Pellin (Hon); 3. Dan Replogle (Kaw); 4. Skip Norman (Yam); 5. Steve Mertens (Hon).
80 NOV: 1. Michael Patterson (Hon); 2. Jon Replogle (Suz); 3. Robert Harold (Yam); 4. Trafton Chandler (Yam); 5. Toby Jorgenson (Hon).
80 INT: 1. Ryan Morais.
80 P/W: 1. Jake Blackwood (Yam).
80 P/W: 1. Billy Jurevich (Kaw).
125 BEG D-1: 1. Mark Verhougstraete (Suz); 2. Mike Hunter (Suz); 3. Jeff Shultz (Suz); 4. Aaron Bourman (Yam); 5. Dustin Rabe (Suz).
125 BEG D-2: 1. Morgan Burdette (Kaw); 2. Scott Borg (Kaw); 3. Billy Janniro (Yam); 4. Robert Haun (Yam); 5. Shawn Avalos (Kaw).
125 NOV: 1. Craig Truglio (Kaw); 2. Jason Ellis (Hon); 3. Mike Aiello (Kaw); 4. Danny Ornelas (Hon); 5. Adam Portue (Suz).
125 INT: l. Leo Tidwell (Hon); 2. Cory Morais (Yam); 3. Hawk White (Yam); 4. Paul Temmerman (Suz); 5. Robert Simpson (Hon).
125 PRO: 1. Dustin Bloomfield (Yam); 2. Justin Quinn (Kaw); 3. Ben Shank (Hon).
250 BEG: 1. Paul Staffers (Yam); 2. Jamey Parker (Kaw); Kurt Long (Hon); 4. Jerry Taylor (Hon); 5. Darrell Taylor (Hon).
250 NOV: 1. Jason Ellis (Kaw) 2. Jeremy Santoro (Yam); 3. Phil Segundo (Hon); 4. Steve Vittone (Kaw); 5. Jeffrey Molina (Yam).
250 INT: 1. Sean Lollor (Kaw); 2. Cory Morais (Yam); 3. Jeff Brownlee (Suz); 4. Leo Tidwell (Hon); 5. Davey Durarte (Hon).
250 PRO: 1. Dustin Bloomfield (Yam); 2. Danny Paladino (Yam).
SCHBY: 1. Jason Murrell (Yam); 2. Hawk White (Yam).
BEG (25+): 1. Steve Renolds (Hon); 2. Tony Jaime (Kaw); 3. William Serpa (Yam); 4. Michael Fogolin (Hon); 5. Jon Peters (Kaw).
NOV (25+): 1. Scott Cummings (Hon); 2. Michael Segundo (Hon); 3. Peter Whipple (Kaw); 4. Jim Copeland (Hon).
INT (25+): 1. Mark Keeling (Suz); 2. Marc Tucker (Hon); 3. Rick Mattos (Yam); 4. Cecil Uglow (Suz).
500 NOV: 1. Willie Artau (Hon); 2. Dave Sandino (Hon).
BEG (30+): 1. Shawn Walkingstick (Hon); 2. Rob Subato (Kaw); 3. Ronnie Stilwell (Hon); 4. Johnny Chavez (Hon); 5. Dave Nilmeyer.
NOV (30): 1. Mark Dawson (Kaw); 2. Tom Conklin (Yam); 3. Jim Dallara (Hon);4. David Adair (Hon); 5. Chris Cowell (Hon).
INT (30+): 1. William Artau (Hon); 2. Gary Plaatje (Yam).
PRO (30+): 1. Mike Johnson (Suz); 2. Randy Medley (Suz); 3. Geoff Woods (Suz); 4. David Montgomery (Hon).
BEG (35+): 1. Steve Hall (Kaw); 2. Randy Lynch (Yam); 3. Robert Norello (Yam), 4. Ned Wight (Hon); 5. Chris Schlander (Suz).
BEG (40+): 1. Tim Donalson (Kaw); 2. Robert Kosovilks (Hon); 3. Craig Gilmour (Hon).
NOV (40+): 1. Kenny Joe Walker (Hon); 2. Bobby Lynch Jr. (Yam).
INT (40+): 1. John Handelin (Yam).
WMN: 1. Tina Handelin (Yam).

Ebesu wins Wailua Motocross

By Dan Ahuna and William Smith

KAUAI, HI, MAR. 24
Keola Ebesu this weekend pulled off the main-event win in the 125cc. Semi Pro class by defeating his rival John Ryan, to take the overall win for the day and the winner's share of the purse money at the Wailua Motocross.

Ebesu and Ryan battled one another throughout the day. Ryan led approaching the finish-line jump in the main event, with a hard-

charging Ebesu right behind. Ebesu stole the lead with an inside aerial maneuver and took the win.

Other racing action that took place during this doubleheader race day saw last year's 250cc champion Issac Kaluahine capture the Semi Pro TT Scrambles event win. Once again it was John Ryan putting the pressure on Hawaii's former champion for the lead throughout the race, but it was Kaluahine making all the right moves to give him the winner's share of the purse money.

In the 50cc class, 6-year-old Puna Gallardo took the win.

Results

Motocross

50: 1. Puna Gallardo (LEM); 2. Kyle Smith (KTM).

60: 1. Keena McCullen (Kaw); 2. Kawai Watanabe (Kaw) 3. Joshua Cole (Yam).

80: 1. Jameson Smith (Kaw); 2. Chaz Berry (Kaw); 3. Cliff Cates (Kaw).

125 AM: 1. Elias Ranis (Kaw); 2. Joe Texeira (Yam).

250 NOV: 1. James Karvalho (Hon); 2. Burl Kanoho (Yam).

250 AM: 1. Kelly Francisco (Hon); 2. Angel Santiago (Hon).

VET: 1. Jeff Gallardo (Hon); 2. Jeff Berry (Kaw).

SEMIPRO: 1. Keola Ebesu (Hon); 2. John Ryan (Suz); 3. David Braun (Yam); 4. Kikila McCullen (Hon).

TT-Scrambles

50: 1. Puna Gallardo (LEM); 2. Kyle Smith (KTM); 3. Cody Pagador (Yam); 4. Brandon Scribner (Yam).

60: 1. Keena McCullen (Kaw); 2. Kalai Souza (Kaw); 3. Kawai Watanabe (Kaw); 4. Dustin Scribner (Kaw); 5. Joshue Cole (Yam).

80 NOV: 1. Jameson Smith (Kaw).

80 EX: 1. Ashtan Agan (Kaw).

WMN: 1. Maile Farias (Hon).

125 NOV: 1. Nick Vegas (Hon).

125 AM: 1. Elias Ranis (Kaw).

250 NOV: 1. Derek Ebesu (Kaw); 2. Tommy Pereza (Kaw); 3. Burl Kanoho (Yam).

250 AM: 1. Canen Hookano (Hon); 2. Rick Burrell (Hon); 3. Angel Santiago (Hon); 4. Kelly Francisco (Hon).

VET: 1. Jeff Gallardo (Hon); 2. Jeff Berry (Kaw); 3. Tony Farias (Hon).

MSTR: 1. William Drake Smith (Hon); 2. Tommy Pereza (Kaw).

SEMIPRO: 1. Issac Kaluahine (Hon); 2. John (Suz); 3. David Braun (Yam).

Ballard blasts Dade City MX

By Kyle Myers

DADE CITY, FL, MAR. 24

Just under 300 riders competed in the fourth round of the Yamaha Sunshine State Motocross Series at Dade City Raceway where Honda pilot J.B. Ballard topped both motos of the 80cc (12-15) division to score the overall win.

In the opening 80cc (12-15) moto Paul Perebijnos jumped out to the early lead with Ballard, Larsson, Hadsell, Ryan Davis and Josh Faustino giving chase. Ballard and Hadsell both moved by Perebijnos to battle for the point position. Hadsell then fell, giving Ballard a huge lead as Davis and Faustino slipped by to run in the second and third place. Hadsell worked his way back into second, but by the time the white flag came out, Ballard on his Honda West/Performance Engineering/No Limit machine easily won the first moto with Hadsell, Davis, Faustino and Perebijnos rounding out the top five spots.

Ballard charged into turn one to start the second moto with Hadsell, Perebijnos, Davis and Faustino following. Davis and Faustino then tangled on the first circuit with both riders hitting the deck. Hadsell stayed close for two laps before Ballard stepped up the pace and walked away from the field for the moto and overall win. Hadsell cruised home in the runner-up spot with Perebijnos, Greg Sabater and Mike Stevenson trailing in behind him.

Ballard and Hadsell also raced in the Supermini class, where Ballard won the first moto then crashed in the second moto, giving the overall win to Hadsell.

Kenny Yoho returned to racing after a few injuries and swept both Pro motos over Todd Gardner and Kenny Keylon. Yoho led both motos wire-to-wire as Gardner edged Keylon for second-place money.

Results

P/W (4-6): 1. T.J. Rhoneelli; 2. Dean Dyess; 3. Kyle Keylon; 4. Bob Charlebois; 5. Mike Nicolini.

P/W BEG: 1. Jeff Faecke; 2. Devin Sabater; 3. Rob Renner; 4. Jesse Freemann; 5. TimPrincipato.

P/W (7-9): 1. Kyle Chisholm; 2. Marissa Hampshire; 3. Philip Hewett; 4. Rick Renner; 5. Bill Harper.

P/W MOD: 1. Kyle Chisholm; 2. Marissa Hampshire; 3. Rick Renner; 4. Dean Dyess; 5. Bill Harper.

60 (5-8): 1. Randy Gamble; 2. Kyle Chisholm; 3. Marissa Hampshire; 4. Bill Brighton; 5. Trey Thompson.

60 (9-11): 1. Barrett Smith; 2. Dale Kump; 3. Ian Hewett; 4. Forrest Smith 5. Cody Roth.

80 (BEG): 1. Justin Weber; 2. Brett Pace; 3. J.R. Brewer; 4. Tim Dyer; 5. Philip Hewett.

80 (7-11): 1. Dan Truman; 2. Quinton Biglow; 3. Dustin Lynn; 4. Jeff Moore; 5. Brad Bernier.

80 (12-15): l. J.B. Ballard; 2. Tyson Hadsell; 3. Paul Perebijnos; 4. Jeremy McDow; 5. Mike Stevenson.

S/MINI: 1. Tyson Hadsel; 2. J.B. Ballard; 3. Dan Truman; 4. Ryan Davis; 5. Paul Perebijnos.

125 BEG: 1. Brian Babernitch; 2. Mike Steven; 3. Tyler Laird; 4. Dan Snode; 5. Matt Johnson.

250 BEG: 1. Al Moore; 2. Shane Roberts; 3. Scott Leggett; 4. Brian West; 5. Stewart Smith.

125 C: 1. Andrei Boloni; 2. Chris Lopez; 3. Morgan White; 4. Aaron Jansen; 5. Doug Wright.

125 B: 1. Ron Renner; 2. Darren McElhatter; 3. Cory Willey; 4. Rob Stevenson; 5. Jeremy Shuttleworth.

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California Motorcyclist Safety Program

250 C: 1. Mark Bazinet; 2. Zane White; 3. Mike Delano; 4. Justin Tank; 5. Sean Howard.

250 B: 1. Mike Bragg; 2. Derrick Januszyck; 3. Darren McElhatten; 4. Jeff Neilander: 5. Scott Laberge.

PRO: 1. Kenny Yahn; 2. Todd Gardner; 3. Kenny Keylon; 4. Jason Clark; 5. Rod Furnell.

25+: 1. Ricky Hampshire; 2. Dave Wincott; 3. Tim Eggers; 4. Todd Gardner; 5. Mike Deland.

15-24: 1. Scott Davis; 2. Darren McElhatten; 3. Jeff Neilander; 4. Mike Bragg; 5. Rob Stevenson.

30+: 1. Willis Brock; 2. Tim Eggers; 3. Lee Walker; 4. Dean Dyess; 5. Mark Bazinet.

35+: 1. Dean Dyess; 2. Dan Davis; 3. Barry Case; 4. Greg Bobka; 5. Tom Bragg.

40+: 1. Dan Davis; 2. Greg Bobka; 3. Jeff Hughes; 4. Tom Bragg; 5. Tom Fogg.

50+: 1. Frank Carillo; 2. Al Gardner; 3. Tom Nicholson; 4. Will Roberts.

WMN: 1. Gina Perry; 2. Tammy Higgins; 3. Brianna Millsaps.

Rentzell roars at Road Atlanta Road Race

By John Blackstock

BRASELTON, GA, MAR. 23-24

Acworth Georgia's Kevin Rentzell quickly served notice to all competitors that he meant business at Road Atlanta's season-opener.

In his first race of the weekend, the Redline oil-sponsored rider took his Kawasaki ZX 600 to a convincing win in the Superstock C final. Joey Gilleland and Mark Reed gave chase but were no match for Rentzell's speed and experience today. "Revvin' Kevin" was just getting warmed up and returned later to take wins in Superbike C and B finals.

Also hard on the gas this weekend was another fast Georgian, Billy Eisanacher. Just like Rentzell, Eisancher is very confident here at Road Atlanta and it shows. The Yamaha pilot was at or near the front of the pack all day, taking first-place money in Superstock B over Patrick Ludwig and a third in the Superbike Expert C final.

The future looks bright for road racing in the Southeast. With 55 entries in the Superbike Novice C final and over 40 entries in the other Novice races, another Scott Russell or Mike Smith could be in the making.

Creating the most curiosity trackside was Earl's Racing Team out of Owensboro, Kentucky. For 1996 the Haydens have joined forces with Johnny Landers' Longhorne Motorsports out of Weathford, Texas. The Redline Oil, EBC, Aria-sponsored team had someone on the grid for almost every final. The three young Haydens, Tommy, Nicky, and 12-year-old Roger Lee, will also have Landers' son Ryan to make an all-out assault on WERA Sportsman racing this year. The team had a very successful debut with two firsts, a third and a total of nine top-10 finishes between them.

Results

H/W SOLO 20 EX: 1. Jamie Hacking (Suz); 2. Jim Albritton (Yam); 3. Tim Kephart (Suz).

M/W SOLO 20 EX: 1. Michael Conlon Jr. (Hon); 2. Parrish Register (Kaw); 3. Lee Acree (Yam).

H/W SOLO 20 NOV: 1. Mike Cicotto (Hon); 2. Bud Lawter (Hon); 3. Roger Bell (Suz).

M/W SOLO 20 NOV: 1. Mike Cicotto (Hon); 2. William Taylor (Hon); 3. Gregory White (Kaw).

M/W SOLO 20 NOV: 1. David Boosales (Yam); 2. Kevin Vance (Kaw); 3. William League (Hon).

L/W SOLO 20: 1. Bill St. John (Duc); 2. Daniel Josephs (Yam); 3. Brian Surtees (Yam).

S/STK EX A: 1. Jamie Hacking (Suz); 2. Patrick Ludwig (Yam); 3. Derek Leslie (Kaw).

S/BK EX D: 1. Michael Hausknecht (Yam); 2. Daniel Josephs (Yam); 3. Brian Surtees (Yam).

S/BK NOV: 1. David Boosales (Yam); 2. Carl Peltzer (Hon); 3. Tommy Campbell (Yam).

S/STK EX: 1. Kevin Rentzell (Kaw); 2. Joey Gilleland (Kaw); 3. Mark Reed (Kaw).

PROD NOV C: 1. Luke Yarbrough (Hon); 2. Gregory White (Kaw); 3. Rocky Gravley (Hon).

CLBMN NOV: 1. Daniel McAllister (Suz); 2. Stacy Hadaway (Kaw); 3. Scott Hayes (Suz).

CLBMN EX: 1. Brian Surtees (Yam); 2. Mark Morrow (Yam); 3. Rich Graver (Suz).

125 GP: 1. Nicky Hayden (Hon); 2. Chris Pyles (Hon); 3. Roger Lee Hayden (Hon); 4.Ryan Landers.

S/STK EX B: 1. Billy Eisenacher (Yam); 2. Patrick Ludwig (Yam); 3. Scott Brown (Kaw).

PROD NOV B: 1. Luke Yarbrough (Hon); 2. Darren Behm (Hon); 3. David Moser (Suz).

F-2 EX: 1. Lee Acree (Yam); 2. Terry Evans (Yam); 3. William Hausler (Yam).

F-2 NOV: 1. David Boosales (Yam); 2. Rick Boyles (Yam); 3. Kent Mattern (Hon).

S/BK EX C: 1. Kevin Rentzell (Kaw); 2. Scott Brown (Kaw); 3. Billy Eisenacher (Yam).

S/BK NOV C: 1. Mike Cicotto (Hon); 2. Bud Lawter (Hon); 3. Luke Yarbrough (Hon).

F-1 NOV: 1. Mike Cicotto (Hon); 2. Bud Lawter (Hon); 3. Roger Bell, (Suz).

F-1 EX: 1. Nicky Hayden (Yam); 2. Lee Acree (Yam); 3. Derek Leslie (Kaw).

Asher tops vets at Glen Helen GP

By Greg Robertson

SAN BERNARDINO, CA, MAR. 31

Jerry Asher emerged victorious in the Vet Novice class during the first round of California Racing Club's annual Tri-Race Series, the Golden Bear Grand Prix, held at Glen Helen Raceway.

Mike DeStefano grabbed the early lead from the dead-engine start and was soon being pressured by Asher, Walt Bennett and Mike Dunlap. Asher wasted little time and made his way to the front of the pack by lap two with Dunlap hot on his heels. The ensuing battle for the lead between Asher and Dunlap had them slowly pulling away from third-place Bennett, who had his hands full holding off DeStefano and Darrell Sanders. Ten minutes into the 45-minute race, Dunlap made his way past Asher for the top spot. Asher wasn't giving up that easily and got back around Dunlap a couple of laps later. Once out front again, Asher would inch away from Dunlap as they worked through groups of lapped riders during the second half of the race. Bennett faded back to finish an eventual seventh, allowing DeStefano to round out the top three at the checkers. Rick Jurado kept charging the entire 45-minutes from his midpack start and passed Sanders late in the race for a well-deserved fourth.

Drey Dircks was untouchable in the Vet Expert-Pro class. The Honda CR500-mounted Dircks used his horsepower advantage on the very fast course to walk away with the biggest portion of the 200-percent payback. YZ125 rider Eric Casas put in a fantastic opening-lap charge, coming from a last-place start all the way up into second place, where he would stay to finish ahead of Scotty Walker and Matt Tedder.

Ron Clement got by fast starter Steve Dalton to claim the Vet Intermediate win. Dean Ostrander also worked up from a disastrous start to finish in the runner-up position over Dave Simon, Dalton and Randy Wilkins.

Results

P/W (0-6): 1. T.A. Walker (Yam); 2. Bryan Hatchitt (Yam); 3. Shane Butler (Yam).

P/W (7-9): 1. Andrew Yarnell (Yam).

S/STK (0-6): 1. Douglas Carter (KTM).

S/STK (7-9): 1. Tye Hames (KTM); 2. Robert Memoli (KTM); 3. Bradley Hatchitt (KTM).

MOD (0-6): 1. Kyle Jenkins (LEM).

60 BEC: 1. Tyler Browden (Kaw); 2. Anthony Castaneda (Kaw).

60 (0-8): 1. Dave Carter ((Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Nicholas Burson (Kaw); 3. Troy Tittlemier (Kaw); 4. Cody Sandefer (Kaw).

80 BEG: 1. Robert Bland (Hon); 2. Donny Wiggins (Yam); 3. Jason Beauchesne (Yam); 4. David DeLucia (Yam); 5. Cheyne Reynolds (Hon).

80 (7-11): 1. Dylan Lord (Hon); 2. Nicholas Burson (Suz).

80 (12-13): 1. Tyson Tittlemier (Hon); 2. Robert Morozzi (Yam); 3. Brent Gilliam (Yam); 4. Kit Kunath (Yam); 5. William Arthur (Suz).

80 (14-16): 1. Michael Young (Hon); 2. Matt Armstrong (Yam).

B/W: 1. Jed Herring (Hon); 2. Broc Wallace (Kaw).

VINT: 1. Gary Egloff (Mai); 2. Chris Frei (Hon).

DEC: 1. Greg Robertson (Hon).

125 BEG: 1. Jeremy Heil (Suz); 2. Lee Saul (Suz); 3. John Butler (Hon); 4. Chaz Smith (Suz); 5. Travis Anway (Hon).

125 NOV: 1. Chris Thompson (Suz); 2. Cody Knauss (Suz); 3. Kevin Townsend (Hon); 4. Nick Butterworth (Suz).

125 INT: 1. Chris Neitzel (Kaw); 2. Mike Gibson (Hon); 3. Mike Harris (Suz).

250 BEG: 1. Eric Graf (Kaw); 2. Jason Heagstedt (Yam); 3. Rodger Leitner (Hon); 4. Todd Heagstedt (Yam); 5. Charles Gonzales (Suz).

250 NOV: 1. Cole Townsend (Hon); 2. Brian Walker (Kaw); 3. Matthew Murphy (Hon); 4. Erich Whiteford (Suz) 5. Ildefanso Castenda (Suz).

250 INT: 1. Paul Gilmartin (Hon); 2. Robbie Dunham (Yam); 3. Anthony French (Hon).

250 PRO: 1. Ty Kady (Suz); 2. Jimmy Lavorci (Suz); 3. Tim Sharp (Hon); 4. Nick Mairose (Suz); 5. Ed Redman (Hon).

500 BEG: 1. Gardner Tarlow (Hus); 2. Martin Firestone (Hon); 3. Kyle Frazier (Hon).

500 NOV: 1. Jon Hall (Hon).

JR VET BEG: 1. Brian McKinney (Yam); 2. Joe Casagrande (Yam); 3. Greg Wilkins (Suz); 4. Larry Page (Yam); 5. Pasha Afshar (Yam).

JR VET NOV: 1. Mike Licitra (Suz); 2. Mike Johnson (Suz); 3. Steve Hill (Kaw); 4. Sean Haworth (Yam).

JR VET INT: 1. Chris Ray (Hon).

VET BEG: 1. John MacMiller (Suz); 2. Gardner Tarlow (Hus); 3. Richard Marshall (Hon); 4. Floyd Martin (Yam); 5. Randy Beavers (Suz).

VET NOV: 1. Jerry Asher (Hon); 2. Mike Dunlap (Kaw); 3. Mike DeStefano (Kaw); 4. Rick Jurado (Hon); 5. Darrell Sanders (Yam).

VET INT: 1. Ron Clement (Hon); 2. Dean Ostrander (Hon); 3. Dave Simon (Hon); 4. Steve Dalton (Hon); 5. Randy Wilkins (Suz).

VET EX PRO: 1. Drey Dircks (Hon); 2. Eric Casas (Yam); 3. Scotty Walker (Suz); 4. Matt Tedder (Hon); 5. Doug Yarnell (Yam).

SR BEG: 1. Mel St. John (Kaw).

SR NOV: 1. Randall Sandefer (Hon); 2. Peter Perry (Hon).

SR INT: 1. Norm Schiel (Hon); 2. Scott Smith (Kaw); 3. J.J. Harris (Suz).

SR EX: 1. Randy Anderson (Yam); 2. Steve Clark (Suz).

O/T NOV: 1. Bill Statey; 2. Bill Weltman (Hon); 3. Asker Larkjaer (Suz).

O/T AM: 1. John Flanders (Hon); 2. Don Meiner (Yam); 3. Richard Bealer (Yam); 4. Don Bourdeau; 5. Buzz Moeller (Hon).

O/T EX: 1. Norm Schiel (Hon); 2. Jack Allen (Kaw); 3. David Wallace; 4. Scott McDonall (Hon); 5. Bob Sherred (Hon).

O/T MSTR B: 1. Ken Ehlers; 2. Ken Renaux (Hon); 3. Steve Clark (Suz); 4. Dennis McAdam (Kaw); 5. Mike Chesbro (Hon).

O/T MSTR A: 1. Alan Kent (Yam); 2. Rick Johnson (Hon).

Team Race

BEG: 1. Todd Heagstedt/Jason Heagstedt (Yam).

IRONMAN: 1. Scotty Walker (Suz); 2. J.J. Harris (Suz).

Barona Oaks MX draws big crowd

By Homer Ebuanks

RAMONA, CA, MAR. 31

A competitive field of 186 riders was on hand at Barona Oaks for the second race of the 1996 season.

Gabe Bolivar walked away with the lion's share of the Pro-class 200-percent payback purse. Shawn Ellis shined in the Intermediate division while Jesus Casillas breezed to overalls in the 60cc Mod, Supermini and 80cc Stock (9-11) classes.

The event began on a somber note as a memorial was held for Old Phart rider Randy Elkins who was killed earlier in the week in a riding accident.

Bolivar holeshot both the Pro motos, but Jeff Tilton was able to muscle his way around in the first moto on lap four. Bolivar shadowed Tilton throughout the moto, but Tilton was able to take the checkered. In round two, Tilton dogged Bolivar and managed to get around in a couple of corners, but Bolivar was able to slip right back into the lead position and hold on for the win.

Shaun Ellis showed no mercy on the 250cc Intermediate-class riders. Ellis took off from the gate in both motos and headed straight to the checkered. Ellis also took the 125cc Intermediate crown but found competition from Andy Harrington and John Emerson. Harrington led from the gate and had Ellis pressuring his every move. Then on the fourth lap Ellis dropped his bike, and John Emerson took over second. Ellis remounted for third. Harrington didn't make the second moto and Ellis dominated after Emerson dropped out on the second lap.

Jesus Camillas controlled both the Supermini motos with Jake Elkins taking second in both races. Camillas was also able to dominate in the 80cc Stock (9-11) class and then remount to take double wins in the 60cc Mod (9-11) class.

(Above left) Kevin Rentzell took three class wins at Road Atlanta's season-opener, claiming top honors in Superstock C, Superbike C and Superbike B. (Above) Drey Dircks (99) was the king of the Vet Expert class during the CRC Grand Prix at Glen Helen Raceway.

Results

INTRO MX: 1. Waylon Blocker (Suz); 2. Steven Haughelstine (Yam); 3. Kevin Fava (Kaw); 4. Brandon McDonald (Yam); 5. Kyle Bissonnette (Kaw).

P/W F/T: 1. Christian Craig (KTM); 2. Nolan Shultz (Yam); 3. Casey Chambers (Yam); 4. Raymond Varlez (KTM); 5. Alberto Heredia (KTM).

PW STK (0-6): 1. Chase Takacs (KTM).

P/W STK (7-8): 1. Brad Masters (LEM); 2. Kevin Wade (KTM); 3. Zachery Johnson (KTM); 4. Aimee Jones (Yam); 5. Jacob Kircher (KTM).

JR CYCLE BEG (0-8): 1. Matt Rose (Kaw); 2. Aimee Jones (Kaw).

JR CYCLE STK (0-8): 1. Jake Bissonnette (Kaw); 2. Ivan Shulte (Kaw), 3. Matthew Erglish (Kaw); 4. Anthony Charrette (Kaw); 5. Kyle Spaulding (Kaw).

JR CYCLE STK (9-11): 1. Ryan Beat (Kaw); 2. Zac Wray (Kaw); 3. Shaun Connelly (Kaw); 4. A.J. Lee (Kaw); 5. Austin Hodges (Kaw).

JR CYCLE MOD (0-8): 1. Rafael Izaquirie (Kaw); 2. Anthony Charrette (Kaw).

JR CYCLE MOD (9-11): 1. Jesus Casillas (Kaw); 2. Brian Thomason (Kaw).

60 STK (0-8): 1. Patrick Pennington (Kaw).

60 (0-8) MOD: 1. Dallas Peick (Kaw), 2. Candice Motshagen (Kaw), 3. Weston Peick (Kaw); 4. Phillip Bruscella (Kaw).

80 BEG: 1. Alfredo Contresas (Yam); 2. Joshua Navarro (Kaw); 3. Johnny Holmquist (Yam); 4. Jason Carlton (Suz); 5. Peter Scully (Yam).

80 STK (9-11): 1. Jesus Camillas (Yam); 2. Anthony Bruscella (Suz); 3. Ryan Beat (Hon); 4. Shaun Connelly (Kaw); 5. Brian Thomason (Hon).

80 MOD: 1. Gary Motshagen (Hon).

80 NOV STK: 1. Billy Laninovich (Yam); 2. Matt Condon (Yam); 3. Jake Elkins (Kaw); 4. Travis Bemis (Hon); 5. Dusten Watson (Suz).

S/MINI: 1. Jesus Casillas (Yam); 2. Jake Elkins (Kaw), 3. Billy Laninovich (Yam); 4. Dusten Watson (Suz); 5. Anthony Bruscella (Suz).

125 BEG: 1. Todd Clayton (Hon); 2. Gerardo Rolas (Hon); 3. Maki Ushiroyama (Kaw); 4. Nick Casellas (Yam); 5. Byron Kukla (Kaw).

125 (12-15): 1. Ronnie Loftin (Hon); 2. Travis Frink (Kaw); 3. Dru Blocker (Suz); 4. Todd Clayton (Hon); 5. Corey Clayton (Hon).

125-(16-21): 1. Shawn Ellis (Yam), 2. Tim Clayton (Hon); 3. Andy Harrington (Kaw).

125 NOV STK: 1. Michael Fox (Kaw); 2. Craig Rood (Kaw); 3. Geoff Walters (Suz); 4. Tim Clayton (Hon); 5. Travis Frink (Kaw).

125 NOV MOD: 1. Steve Yurkovic (Kaw); 2. Kevin Royal (Hon); 3. Craig Smith (Suz).

125 INT: 1. Shawn Ellis (Yam); 2. Wilson Nichols (Hon); 3. Colin Eberly (Hon); 4. Daniel Nichols (Suz); 5. Frank Dato (Suz).

250 BEG: 1. Joaquin Candia (Kaw).

250 NOV: 1. Mark Vander Dusson (Hon); 2. Aaron McDonough (Hon).

250 INT: 1. Shawn Ellis (Yam); 2. Cohn Eberly (Hon); 3. Shawn Ireland (Hon); 4. Danny Walsh (Hon).

OP B (26-29): 1. Don Brow (Kaw); 2. John Washbum (Kaw); 3. Robert Kircher (Kaw), 4. Paul Klein (Suz).

OP B (30-34): 1. Les Abemathy (Hon), 2. David Reynolds (Yam); 3. Chris Semon (Hon); 4. Clay Johnson (KTM).

OP B (35-39): 1. Troy Lee (Kaw); 2. Bill Keefe (Yam); 3. Ron Patterson (Hon); 4. Richard Townsend (Hon); 5. Dave Fave (Hon).

OP B 40+: 1. 1. Chuck Fox (Suz), 2. Tom Eberly (Hon); 3. Lee Hoffinan (Hon); 4. Wilson Nichols (Suz), 5. Pat Ireland (Yam).

OP A (26-29): 1. Roy Basin (Yam).

OP A (30-34): 1. Don Connelly (Suz); 2. Danny Almond (Hon), 3. Scott LaRosh (Hon); 4. Chris Swift (Hon); 5. Scott Richeson (Kaw).

PRO: 1. Gabe Bolivar (Yam); 2. Jeff Tilton (Yam); 3. Timmy Staufenbill (Suz).

Mattson strikes it rich at Gold Rush Enduro

By Ron Pocher

RED MOUNTAIN, CA, MAR. 24

VCMC member Erik Mattson turned in a stellar performance by winning the 41st annual Prospectors M.C. Gold Rush Enduro near Red Mountain.

Mattson outlasted the competition in a brutal 86-mile race through the Spangler Hills riding area.

The annual Prospectors event can always be

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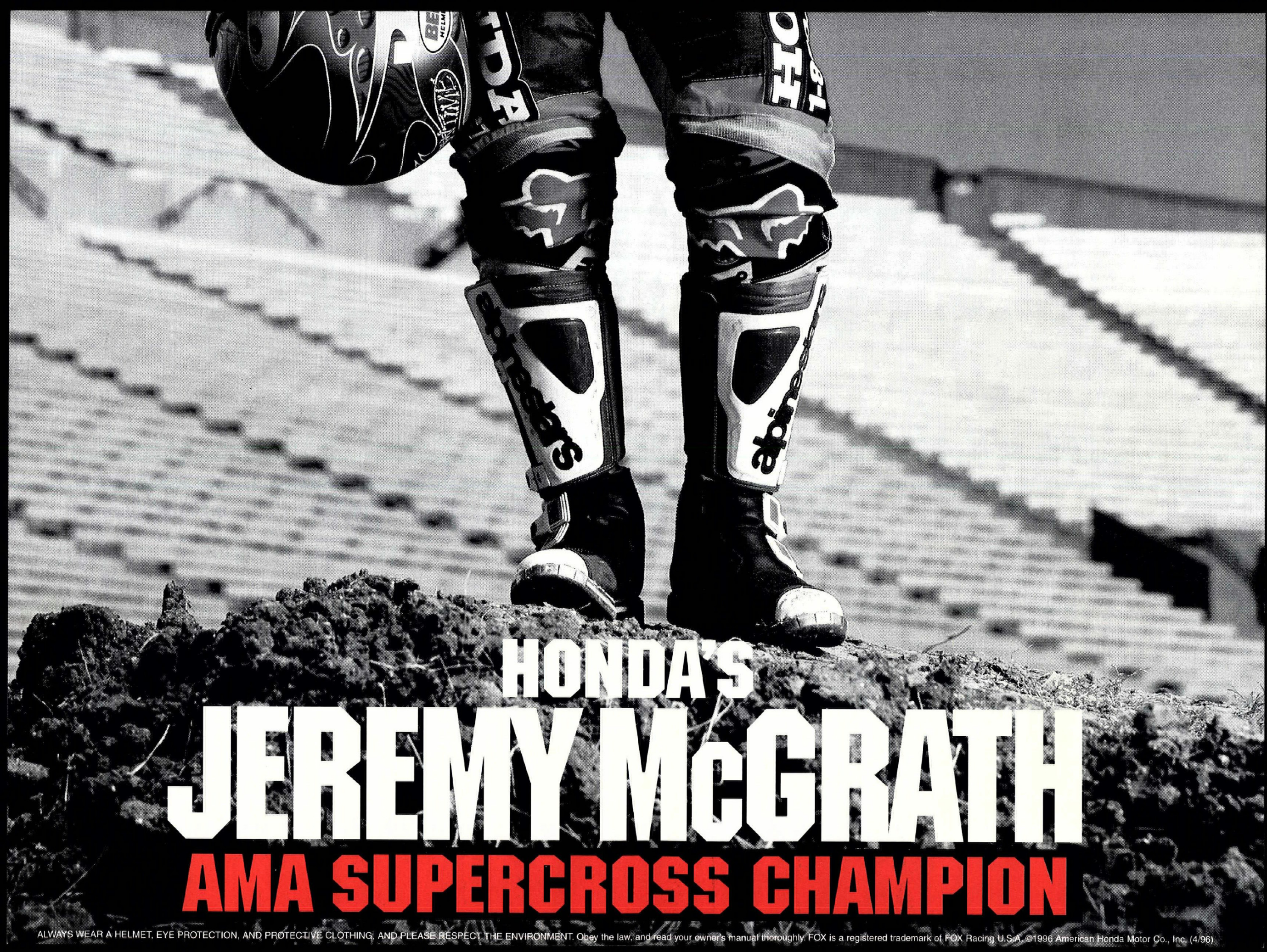

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counted on for being two races in one, and this year was no exception. As usual, the first loop was a 41-mile "timekeeper" while the second circuit was the roughest, most technical, 45-mile desert race you would ever care to participate.

Loop one was extremely fast, even for Gold Rush standards, with speed averages ranging from 20 to 30 mph. The drastic elevation changes were all saved for the second loop, but winding trails through sand washes and desert-floor brush kept riders pushing to stay on time. The top riders zeroed the first loop while a large percentage of the A and B riders carded a 1 or 2.

The second loop was nothing short of treacherous. Every long, steep, rocky uphill was immediately followed by an equally difficult downhill, and there were literally dozens grouped back to back. The course finally flattened out about 10 miles from the finish, but the rocks and whoops weren't exactly a walk in the park. Speed averages that climbed as high as 48 mph and averaged 25 mph kept riders clipping at a frenzied pace, to say the least.

Mattson rode his IMS/Thor/FMF/Acerbis Honda CR250 to the overall win with a final tally of 8.0438. Second overall and first A Vet 250cc honors went to Jim McGrath and his TM at 9.0438. Training Wheels MC member Bill Fullme Jr. rode his Team Green KLX 650 to third overall and first in the A Four-Stroke class with a score of 9.0478. Team Green put another rider in the top five with Dana Van Stee's 9.0489, good enough for fourth overall and first in the 200cc A division. Desert M.C.'s Brent Farrell won the A Open class and rounded out the top five with a 10.0518 on his CR500. The top B rider was Ishii Masami, who turned in a great ride for 19th overall. John Penner finished 55th overall and took top C honors.

Results

WMN A: 1. Susan Donaldson (Hon); 2. Heather Horen (Yam); 3. Shirley Jergensen (Kaw); 4. Jennifer Sunker (ATK).

200 A: 1. Dana Vanstee (Kaw); 2. Steve Fry (Hon); 3. Aragon Aragon (Hon); 4. John Minnock (Yam).

250 A: 1. Erik Mattson (Hon); 2. Jason Ingersoll (Hon); 3. Steve Jensen (Hon); 4. Thom McNabb (Kaw); 5. Chris Dubowski (KTM).

OPEN A: 1. Brent Farrell (Hon); 2. Paul Shafer (Kaw); 3. Robert Baehr (Kaw); 4. Jason Higgins (Kaw); 5. Don Parrott (Kaw).

4-STRK A: 1. Bill Fulmer Jr. (Kaw); 2. Chris Stewart (Hon); 3. Casey McCoy (Hon); 4. Brad Cameron (Hon); 5. Tim Moore (Hon).

250 VET A: 1. Jim McGrath (KTM); 2. Grant Palenske (Yam); 3. Rick Daniel (Yam); 4. David Byrd (Yam); 5. Rusty Scott (Suz).

OPEN VET A: 1. Barkin Jergensen (Kaw); 2. Lonnie Pedersen (Hon); 3. Mark Getzfrid (Kaw); 4. Mark Ciernia (KTM); 5. Shane McDonald (Kaw).

250 SR A: 1. Mike Keen (Yam); 2. Andy Koch (Yam); 3. Ken Ehlers (Yam); 4. Larry Earwood (KTM); 5. Larry Kunkel (KTM).

OPEN SR A: 1. Bill Postel (Hon); 2. Doug Clark (Hon); 3. Alex Reid (KTM); 4. Ron Burns (KTM); 5. Don Stoy (Hon).

MAG A: 1. John Jacobsen (Kaw); 2. Morris Norman (Hon); 3. Ron Miller (Suz); 4. Walt Baehr (Kaw); 5. Dennis Minnock (Yam).

S/SR A: 1. Ned Jones (Hon); 2. Joe Anastasio Sr. (KTM); 3. Irvin Sinclair (Suz); 4. Paul Beckett (Suz).

MINI A: 1. Mike Meadows (Hon).

WMN B: 1. Vicki Keen (Kaw).

200 B: 1. Tom Benedict (Yam); 2. Roland McFadden (Kaw); 3. Joseph McGuirk (Kaw); 4. Douglas Schultz (Kaw); 5. Joe Tabush (Yam).

250 B: 1. Larry Mack (Kaw); 2. Bob Kersey (Hon); 3. Bryan Willis (Yam); 4. Paul Smith (Yam).

OPEN B: 1. Andy Naylor (Kaw); 2. Bill Cotton (KTM).

4-STRK B: 1. Hidenori Hanawa (Hon); 2. Eric Durr (Hon); 3. Don Grassman (Hbg).

250 VET B: 1. Kent Koral (Yam); 2. Mark Zela (Yam); 3. Randy Peters (Yam); 4. C.R. Brunson (Yam); 5. Dave Beal (Yam);

OPEN VET B: 1. Mark Magdaleno (Hon); 2. Ley Wilson (KTM); 3. Richard Noss (Hon); 4. Jody Miller (Hon); 5. Adam Achepolh (Hon).

250 SR B: 1. Ishii Masami (Kaw); 2. Brad Baum (Kaw); 3. Dick Cressy (Yam); 4. Dave Meadows (Hon); 5. Tim Grandy (Yam).

OPEN SR B: 1. Jeff Tibbetts (Hon); 2. Olimo Michlo (Hon); 3. Bob Williams (Hus); 4. Hanns Butz (KTM).

MAG B: 1. Phil White (Hon); 2. Stan Sweany (KTM); 3. James Morrison (KTM).

WMN C: 1. Frosty Cannon (Kaw).

200 C: 1. Delvin Autry (Kaw).

250 C: 1. John Penner (Hon); 2. Chad Peters (Yam); 3. Mark Evans (Kaw); 4. Jeff Just (Suz); 5. Jason Miller (Hon).

OPEN C: 1. Mark Babcock (Hon); 2. Brandon Day (Kaw); 3. Jimmy Rios (Hon); 4. Micah White (Hon).

4-STRK C: 1. Kevin Smith (Hus); 2. Bill Gillan (Hon); 3. Jeff Doar (Hon); 4. Robert Garcia (Hus); 5. Barry Brooks (Hon).

250 VET C: 1. Chris Johnson (Yam); 2. Ted Elswick (Suz); 3. Ralph Ward (Suz); 4. Tai Lai Ting (Suz); 5. Toshihiko Misu (Kaw).

OPEN VET C: 1. Peter Huke (Hon); 2. Dwight Matney (KTM); 3. Scott Demont (Hon); 4. Peter Derrico (Suz); 5. Massis Chabazian (Hon).

250 SR C: 1. Roger Beckett (Kaw); 2. Steve Anderson (Suz); 3. Tim Stoner (Yam); 4. Chris Sorensen (KTM); 5. Masahiro Nagaki (Kaw).

OPEN SR C: 1. Mark Kackstetter (Hon); 2. Curtis Cram (KTM); 3. Jeff Going (Kaw); 4. Steve Peters (KTM); 5. Dan Wallace (KTM).

MAG C: 1. Ray Mitchell (Yain); 2. Richard Fanning (Kaw); 3. Randy O'Laughline (Hon).

S/SR C: 1. Dean Kendle (Kaw).

WMN D: 1. Donna Gorman (Hon); 2. Evy Wild (Kaw); 3. Tomomi Take (Yam); 4. Noriko Hanawa (Hon).

200 D: 1. Matt Hugo (Hon); 2. David Kay (Kaw); 3. Greg Dondanville (Hon).

250 D: 1. Mark Connell (Hon); 2. Tyler Gustalfson (Kaw).

OPEN D: 1. Brian Reese (Kaw); 2. Enzo Pelham (KTM); 3. Ed Field (Suz);

4-STRK D: 1. Greg Bicknell (KTM); 2. Patrick Michel (Hon); 3. George Peterka (Suz); 4. Ernest Pool (Hon); 5. Jeff Fulkerson (Suz).

250 VET D: 1. Daniel Barnett (Suz); 2. Peter Path (Hon).

OPEN VET D: 1. Ray Bylsma (Hus); 2. Scott Taylor (Hon); 3. Jeff Peck (Kaw); 4. John Sabatini (Kaw).

250 SR D: 1. James Holmes (Suz).

OPEN SR D: 1. Craig Gustafson (Kaw); 2. Gary Huff (KTM); 3. Sado Vchijima (Hon).

MAG D: 1. Kit Holmes (Yam); 2. John Penrose (KTM);

S/SR D: 1. Linus Brewer (Kaw).

B MAG X: 1. Don Lallier (Suz).

C MAG X: 1. Ray Mattson (Hon); 2. Charles Avis (Hus); 3. Michael Cevene (KTM).Healthy turnout at Dade City MX

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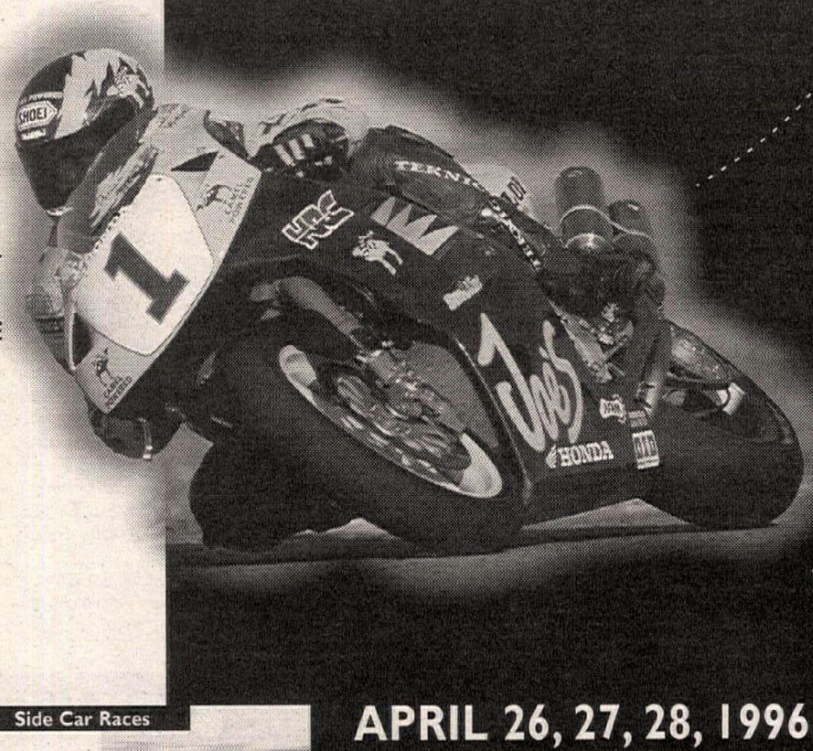

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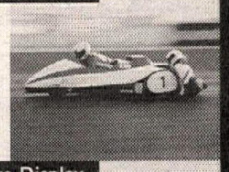
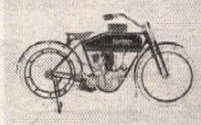
Side Car Races



Vintage Bike Display



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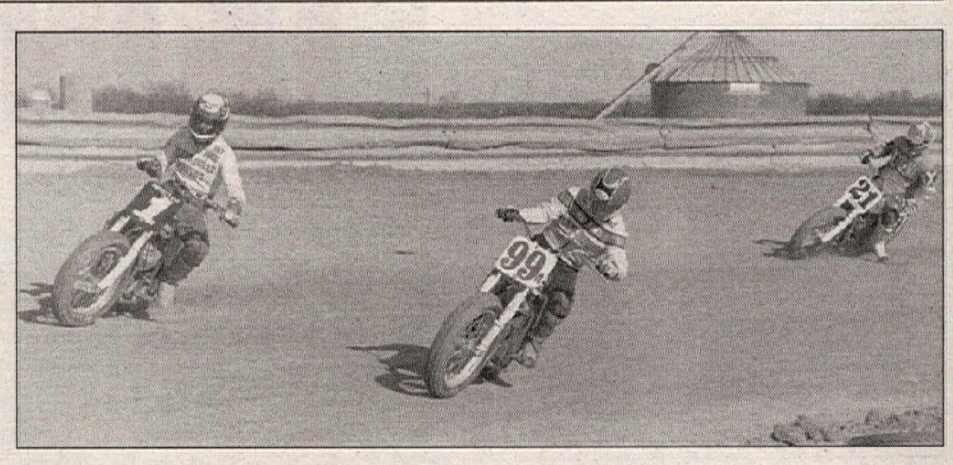

(Left) Derick Young (59) and John Thrash (190) battle for the early lead in the Mediumweight Solo 20-mile event at round one of the WERA North Central Regional Championship Series in Indianapolis.
(Above) Mike McKee (99) doubled up on the victory stand at the Trail-Way Speedway season-opener in Hanover, Pennsylvania, taking the 250 and 600cc A-class wins.

Hayden reigns on Indy RR parade

By Chris Allen
Photo by Jacob O'Rourke

CLERMONT, IN, MAR.30-31
Young Tommy Hayden rolled to three victories in the rain at WERA's opening round of the North Central Region Championship Series at Indianapolis Raceway Park.

The rainy conditions caused some racers and spectators to leave for home early. They missed out on Hayden winning three of his four races. Hayden convincingly won the A Superstock, C Superstock, and C Superbike classes.

Yet the best action involving Hayden came in the one race he did not win, the B Superstock final. Ray Yoder charged to an early lead, leaving second to be battled for by Hayden and Nevil Algie. Both riders were aboard Kawasaki ZX-6Rs. Algie gained the position on the final lap for good, with Hayden finishing third.

Chad Feltner provided the drama within the Novice division. During the C Production contest Feltner started from the second wave and battled his way to the front of the pack on three different starts followng two red flags, resulting in Feliner receiving the checkered flag. There was a close four-way battle for second between Paul Sladinski, Phillip Sheets, Donald Crane, and John Thrash. Sladinski secured second with Sheets coming in third.

Clear skies and warm weather for Saturday's 20-mile Solo events allowed a faster pace than on Sunday. In the Novice Mediumweight Solo 20-mile event, rider Andrew Raff jumped into a commanding lead. By the end of the second lap, Raff had a full-straightaway advantage. Engine trouble forced Raff out of the race. Derick Young led for two laps until Jerry Larrigan, Shawn Blackburn, Ronnie Grantham got by him, with Larrigan taking the win.

Results

M/W SOLO 20 NOV: 1. Jerry Larrigan (Hon); 2. Shawn Blackburn (Hon); 3. Ronnie Grantham (Hon); 4. Derick Young (Hon); 5. Chad Feltner (Hon)

M/W SOLO 20 EX: 1. Nevil Algie (Kaw); 2. Jeff Kramer (Hon); 3. Tommy Hayden (Kaw); 4. Stephen Chambers (Yam); 5. Steve Blackburn (Kaw).

H/W SOLO 20 NOV: 1. Andrew Raff (Yam); 2. Aaron Pieratt (Suz); 3. Patrick Whitney (Suz); 4. Ty Sovern (Suz); 5. Eric Buckley (Kaw).

H/W SOLO 20 EX: 1. John Morris (Suz); 2. Nevil Algie (Kaw); 3. Dan Wade (Suz); 4. Jeff Kramer (Suz); 5. Michael Smith (Suz).

L/W SOLO 20 COM B: 1. Dean Verplank (Duc); 2.Tim Barker (Duc); 3. Tracy Doyle (Hon); 4. Robert DiCello (Yam); 5. Miles Hardesty (Yam).

VINT 1: 1. Thomas Bentley (Yam); 2. William Murar.

VINT 2: 1. Bob Gerberich (Hon); 2. William Murar (Yam).

VINT 4: 1. Tim Barker (Hon); 2. Chris Demopoulos (Yam); 3. Mark Hatten (Hon); 4. Rick Livergood (Hin); 5. Charles Fairbrother (BMW).

VINT 6: 1. Glenn Iski (FZ); 2. Daniel Clark (Hon); 3. Eric Lose (Kaw).

A S/ST EX: 1. Tommy Hayden (Kaw); 2. Patrick Ludwig (Yam); 3. Jeff Kramer (Suz).

B S/ST EX: 1. Ray Yoder (Yam); 2. Nevil Algie (Kaw); 3. Tommy Hayden (Kaw); 4. Bill Brownsberger (Hon); 5. Greg Hutchenson (Yam).

B PROD NOV: 1. Ty Sovern (Suz); 2. John Thrash (Hon); 3. Derick Young (Hon); 4. Jerry Larrigan (Hon); 5. Robert Dennis (Kaw).

C S/ST EX: 1. Tommy Hayden (Kaw); 2. Bill Brownsberg (Hon); 3. Darren Young (Hon); 4. Douglas Blish (Yam); 5. Jeff Kramer (Hon).

C PROD NOV: 1. Chad Feltner (Hon); 2. Paul Sladinski (Hon); 3. Phillip Sheets (Hon); 4. Donald Crayne (Hon); 5. John Thrash (Hon).

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* Retail finance plans are offered to qualified customers by BMW Financial Services NA , Inc. through participating authorized BMW Motorcycle dealers from April 1 through June 30, 1996. 5.9% Annual Percentage Rate, available on twenty-four and thirty-six month contracts. Other rates available depending upon terms and length of contract. Example: R 850 R with an MSRP of $8,990.00, a down payment of $1,500.00 balance financed $7,490.00 and 60 monthly payments of $147.93. Example based on 6.9% APR over 60 months, excludes taxes, title, registration, insurance, freight and dealer preparation.

F-1 EX: 1. John Morris (Suz).

F-1 NOV: 1. Ty Sovern (Suz); 2. Aaron Pieratt (Suz); 3. Roger Bell (Suz) 4. Dennis Terry (Suz) 5. Troy Montgomery (Hon).

B S/EX: 1. Ray Yoder (Yam); 2. Robert Richards (Kaw); 3. Darren Youngs (Yam).

B S/EX: 1. Aaron Pieratt (Hon); 2. Chris Allen (Yam); 3. Ronnie Grantham (Hon); 4. Joseph Montemayer (Yam); 5. Joseph Ball (Kaw).

C S/EX: 1. Tommy Hayden (Kaw); 2. Darren Young (Yam); 3. Jeff Kramer (Hon); 4. Robert Richards (Yam).

C S/NOV: 1. Phillip Sheets (Hon); 2. Chris Allen (Yam); 3. John Thrash (Hon); 4. Shawn Parker (Hon); 5. Robert Dennis (Kaw).

M/W GP: 1. Scott Head (Yam); 2. Todd Snyder (Yam); 3. Robert DiCello (Yam); 4. Bob Schultz (Yam).

M/W GP: 1. Terry Guimond (Yam); 2. Andy Birko (Yam); 3. Kevin Dornton (Hon); 4. Adam Neal (Yam); 5. Robert Sellen (Yam).

U/L TW: 1. Todd Hennessy (Yam); 2. Charlie Smyers.

McKee masters Trail-Way ST opener

By Len Breech

HANOVER, PA, MAR. 23

After a pair of so-so heat races, Mike McKee turned up the wick on his Hannunm's H-D/B&B Enterprises/J&M Racing-sponsored machines to take both the 250 and 600cc A finals as Trail-Way Speedway opened its 1996 outdoor season with a short track on a chilly, windy but sunny afternoon.

Mike Klopp was the 600cc A leader, trailed by McKee, Roy Miller and Jim "Scraps" Hollister. But it was short-lived as McKee slipped into the lead by the end of the first lap and stayed there to the end. Hollister took third at the end of the second lap. By halfway, Tom McGrane Jr. had moved into a close fourth. As they started the final lap, Hollister slipped into second, with McGrane coming along. Coming off the final turn, Hollister bobbled slightly, letting McGrane take second.

McKee jetted away to the 250cc main event A lead off the start with Rusty Eves, Jim Haas and McGrane Jr in two. Haas shot into the lead down the back straight on the second lap, but McKee retook the lead before the end of the lap and proceeded to keep the rest at bay to the checkered flag.

Also taking a pair of wins was Penn State Cycles-backed Kevin Varnes in the 600cc Pro and Sportsman finals. Bob Babcock took the Over 30-class victory.

Another double of sorts occurred when Bryon Germer won the 600cc B main on Jeff Sassaman's Honda and then Sassaman took the 40+ main in the very next event. Billy Stillwell took the 250cc B final while Ben Miller took advantage of Jake Johnson's miscue to take the 125. Nick Lipira took the large 85cc class, while Jared Mees topped the 65s, with Chad Uhler taking the 55cc (4-6) and Jeff McManus taking the 55cc (7-8) group.

Results

600 B: 1. Bryon Germer (Hon); 2. Mathew Shuart (Yam); 3. Jason Shuart (Yam); 4. Marlin Winter Jr. (Yam).

250 B: 1. Billy Stillwell (Suz); 2. Scott Armstrong (C-A); 3. Bronson Ruth (Mai).

750 A: 1. Nick Taylor (Yam).

40+: 1. Jeff Sassaman (Hon); 2. Bill Allen (Yam); 3. Tom VonDerhey (Kaw).

85: 1. Nick Lipira (Yam); 2. Chris Klinefelter (Hon); 3. Jared Mees (Kaw); 4. Raymond Lied (Hon); 5. Brian Phillips Jr. (Yam).

600 A: 1. Mike McKee (Rtx) ; 2. Tom McGrane Jr. (Rtx); 3. Jim "Scraps" Hollister (Rtx); 4. Mike Klopp (Hon); 5. Roy Miller (Rtx).

55 (4-6): 1. Chad Uhler (Yam); 2. Brandon Robinson (Yam); 3. Dale Tasker Jr. (Yam); 4. Frank Locke (Yam); 5. Jeff Haldeman (Yam).

55 (7-8): 1. Jeff McManus (Yam); 2. Leroy Bussey (Yam); 3. Chris Shank (Yam); 4. Tony Krause Jr. (LEM).

SPORTSMAN: 1. Kevin Varnes (Rtx); 2. Ken Yoder (Rtx); 3. Paul Lynch (Rtx); 4. Rick Winsett (Rtx); 5. Mike Klopp (Hon)

125 B: 1. Ben Miller (Yam); 2. Jake Johnson (Hon); 3. Raun Wood (Yam); 4. Billy Stillwell (Suz); 5. Justin Boyer (Yam).

65: 1. Jared Mees (Kaw); 2. Dan Guiseppe (Kaw); 3. Bryan Douglas (Kaw); 4. Shawn Foster (Kaw); 5. Matthew Hendrickson (Kaw).

250 A: 1. Mike McKee; 2. Jim Haas (Kaw); 3. Tom McGrane (Yam); 4. Rusty Eves (Yam); 5. Paul Lynch (Hon).

600 PRO: 1. Kevin Varnes (Rtx); 2. Ken Yoder (Rtx); 3. Rick Winsett (Rtx); 4. Paul Lynch (Rtx); 5. Ken Mohler (Rtx).

30+: 1. Bob Babcock (Rtx); 2. Brian Eckhart (Rtx); 3. Lowell Wherley (Rtx); 4. Nick Taylor (Yam); 5. Ed Hyde (Rtx).

Tresser, Damron trade Lodi ST wins

By Donna Hall

LODI, CA, MAR. 30

Andy Tresser came to the Lodi Cycle Bowl and traded wins with Rob Damron, taking the Open Expert main event while Damron topped the Pro-Am feature.

The Pro-Am main was a heart-stopper as Tresser had to get around Billy Martin in order to chase Damron. Tresser made the pass cleanly but closely, relegating Martin to third.

The Open A Main went to Tresser with Damron doing the chasing, but when Tresser got into the lead, catching and passing him became a real challenge. Damron was up to the challenge but never could get close enough to make the pass. Kevin Bricker was very fast as

You may enter a total of 4 classes at the Area and Regional levels, but must choose only 2 classes to ride at the National level.

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Youth Regionals include classes 15-30

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AMATEUR A & B/+25/VET/SR/MR

** 1. 125 A Stock
2. 125 A Modified
** 3. 125 B Stock
4. 125 B Modified
** 5. 250/Open A Stock
6. 250/Open A Modified
** 7. 250 B Stock
8. 250 B Modified
9. Open B/C
10. Plus 25 yrs
11. Vet A Plus 30 yrs
12. Vet B Plus 30 yrs
13. Senior Plus 40 yrs
14. Master Plus 50 yrs (20 riders)

YOUTH/AMATEUR C/WOMEN

** 15. 51 AMA Stock (4-6 yrs)
** 16. 51 AMA Stock (7-8 yrs)
** 17. 65 Stock (7-9 yrs)
** 18. 65 Stock (10-11 yrs)
** 19. 85 Stock (7-11 yrs)
** 20. 85 Stock (12-13 yrs)
21. 85 Modified (9-13 yrs)
** 22. 85 Stock (14-15 yrs)
23. 85 Modified (14-15 yrs)
24. SuperMini 80-100 (12-15 yrs)
** 25. 125 Stock (12-15 yrs)
26. 125 Modified (12-15 yrs)*
** 27. 125 C Stock
28. 125 C Modified
29. 250 C
** 30. Women 12yrs+ 80-125*

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NORTHEAST AREA QUALIFIERS

Mar. 23/24	Birch Creek, Danville, VA	(804) 836-3633
Mar. 30/31	Challenger, Indiana, PA	(412) 726-5494
Apr. 6	Trailway Spdwy, Hanover, PA	(717) 359-4310
Apr. 13/14	Pleasure Vly, Amraugh, PA	(814) 539-4114
Apr. 20/21	Frozen Ocean, Auburn, NY	(315) 784-5466
Apr. 27/28	Starvation Pt, Elizabeth, WV	(412) 929-5396
May 4	MX 338, Southwick, MA	(413) 786-3221
May 25/26	Waldon Playboy,Wallkill, NY	(914) 561-2126

NORTHEAST AMATEUR REGIONAL

Jun. 29/30	Steel City, Delmont, PA	(304) 284-0084

NORTHEAST YOUTH REGIONAL

Jun. 22/23	Budds Creek, Budds Creek, MD	(301) 475-2000

SOUTHEAST AREA QUALIFIERS

Mar. 17	MX of Marion Co., Reddick, Fl	(904) 591-2050
Mar. 23/24	Muddy Crk,Blountville, TN	(615) 323-5497
Mar. 30	Pepsi/Air Dania MX, Dania, FL	(305) 726-0049
Apr. 6/7	Devils Ridge, Sanford, NC	(919) 776-2412
Apr. 20/21	Christiana Rwy., Christiana, TN	(615) 896-3245
Apr. 27/28	Pro Sports, Wytheville, VA	(615) 323-5497
Apr. 28	FL Motosports, Ocala, FL	(904) 867-5183
May 18/19	Echeconne MX, Macon, GA	(912) 788-8227

SOUHTEAST AMATEUR REGIONAL

Jun. 22/23	Hill Billy Hills, Roberta, GA	(912) 788-0413

SOUHTEAST YOUTH REGIONAL

Jun. 15/16	Muddy Crk, Blountville, TN	(615) 323-5497

MIDEAST AREA QUALIFIERS

Mar. 16/17	Daniel Boone MX, London, KY	(606) 877-1364
Mar. 23/24	Trojan Track, N. Webster, IN	(219) 594-2649
Apr 13/14	Midway MX, Mitchell, IN	(812) 849-2402
Apr. 20/21	Treaty City MC, Greenville, OH	(513) 968-5476
May 4/5	Dutch Sport Pk,Bloomingdale, MI	(616) 695-6405
May 4/5	Broken Spokes, New Phil., OH	(216) 339-9265
May 11/12	Baja Acres, Millington, MI	(517) 871-3356
May 18/19	COCR, Sugar Grove, OH	(614) 746-8875

MIDEAST AMATEUR REGIONAL

Jun. 15/16	Amer. Motosports, McArthur, OH	(614) 596-2057

MIDEAST YOUTH REGIONAL

Jun. 29/30	Sunday Creek, Millfield, OH	(614) 797-2413

NORTH CENTRAL AREA QUALIFIERS

Mar. 23/24	So. Central MX, Salem, IL	(618) 548-5259
Apr. 7	Midwest MX, Great Bend, KS	(913) 842-8272
Apr. 13/14	Apex Valley Rdrs., Cadiz, KY	(502) 886-8564
Apr. 20/21	Bailey's Mtrspt., Hoopeston, IL	(217) 283-6370
Apr. 27/28	Western KY Outdoor, Lowes, KY	(502) 642-2345
Apr. 27/28	Aztalan Cycle Club, Lk. Mills, WI	(414) 542-7572
May 4/5	Lake Geneva Rcwy,Lk Geneva,WI	(414) 248-8566
May 25/26	Airtime Raceway, Tiline, KY	(502) 928-4034

NORTH CENTRAL AMATEUR REGIONAL

Jun. 29/30	Lincoln Trl Motosports, Casey, IL	(217) 932-2041

NORTH CENTRAL YOUTH REGIONAL

Jun. 22/23	Lake Geneva Rcwy,Lk Geneva,WI	(414) 248-8566

SOUTH CENTRAL AREA QUALIFIERS

Apr. 7	Midwest MX, Great Bend, KS	(913) 842-8272
Apr. 27	Swan MX Park, Tyler, TX	(903) 882-7791
May 19	NM Comp Club,Albuquerque, NM	(505) 884-9033
	addtional Area tracks may be added.	

SOUTH CENTRAL AMATEUR / YOUTH REGIONAL

Jun. 15/16	Swan MX Park, Tyler, TX	(903) 882-7791

SOUTHWEST AREA QUALIFIERS

March 23	Canyon OffRoad Park, Peeria, AZ	(602) 519-8025
April 14	Holister Hills, Holister Hills, CA	(408) 637-0924
Apr. 28	Starwest MX Park, Moreno Vly,CA	(310) 868-2728
May 19	NM Comp Club,Albuquerque, NM	(505) 884-9033
TBA	Glen Helen MX,San Bernardino,CA	

SOUTH WEST AMATEUR AND YOUTH REGIONAL

Jun. 22	Starwest MX Park, Moreno Vly,CA	(310) 868-2728

NORTHWEST AREA QUALIFIERS

April 14	Thurston Cnty ORV, Olympia,WA	(206) 852-5705
May. 4	Washougal MX, Washougal, WA	(514) 673-1671
May 26	Clarksbranch, Roseburg, OR	(514) 673-1671

NORTH WEST AMATEUR AND YOUTH REGIONAL

Jun. 16	Washougal MX, Washougal, WA	(514) 673-1671

AMA AMATEUR/YOUTH MOTOCROSS FINAL

Aug. 4-10	Loretta Lynn's, Hurricane Mills,TN	(419) 478-5386

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(Left) Keith Bowen (9) raced to victory in the 250cc A class during round three of the AMA Mega Series at Hidden Acres MX. (Above) Mike Ragan nailed down both Pro-Twin victories during the two-day VDTRA Vintage Classics Dirt Track National at River City Speedway in Satsuma, Florida.

he ran third followed by Woody Rogers in fourth.

The Vet A Short Track saw Tresser on his 750cc Ducati. Tresser went on to win the main while Matt Gomez ran second and Bob McDonnell was third. Both riders were going crazy trying to catch Tresser and that Ducati, but it wasn't meant to be.

Results

PRO-AM EX: 1. Rob Datnron (W-R); 2. Andy Tresser (W-R); 3. Billy Martin (Rtx); 4. Kevin Bricker (Hon); 5. Billy Luker (Rtx).

PRO-AM NOV: 1. Shaun Russell (Rtx); 2. Justin Hermesky (Rtx); 3. Geramy Rackley (W-R); 4. Zane Amaro (Rtx); 5. Bob Casey (Rtx).

OPEN A: 1. Andy Tresser (W-R); 2. Rob Damron (W-R); 3. Kevin Bricker (Hon); 4. Woody Rogers (Yam); 5. Geramy Rackley (W-R).

250 EX: 1. Tony Souza (Hon); 2. Toby Jorgensen (Hon).

250 B: 1. Justin Olivers (Hon); 2. Tony Meiring (Hon).

250 C: 1. Scott Marcus (Hon); 2. Billy Hiles (Yam); 3. Riley Cox (Yam).

OPEN B: 1. Eskie Tomita (Hon); 2. Rocky Rodrigues (Rtx).

OPEN C: 1. Richard Gillian (Yam); 2. Marty Weisler (Rtx); 3. Mark Amaro (Yam); 4. Michael DeHoys (Yam); 5. Richard Arnold (Suz).

VET A: 1. Andy Tresser (Duc); 2. Matt Gomez (Rtx); 3. Bob McDonnell (H-D).

VET B: 1. Dante Dambrusso (Yam); 2. John Pierce (Rtx).

VET C: 1. Richard Gillian (Yam); 2. Paul Sanboni (Rtx); 3. Mark Amaro (Yam);

VINT A: 1. Chris Marquis (Hon); 2. Dana Perri (Hon).

VINT B: 1. Steve Hall (Hon).

VINT C: 1. Mark Biscardi (Yam); 2. Matt Simas (Yam).

KNBBY: 1. Gino Rinaldi (Kaw).

100 A: 1. Aaron Cisco (Hon);

80 A: 1. Mickey Lane (Suz); 2. Tony Meiring (Hon).

80 B: 1. Brandon Inderbitzen (Hon); 2. Danny Casey (Yam).

80 C: 1. Jered McWhorter (Hon).

60 A: 1. Stewart Barber (Kaw).

60 C: 1. Derrick Ponton (Kaw).

P/W STK: 1. Tony Fakquery (KTM); 3. Nick Steadman (KTM).

P/W STK A: 1. Mike Rinaldi (KTM).

P/W STK B: 1. Matt Tuckett (KTM).

P/W STK C: 1. Danny Randazzo (Yam); 2. Bobby Fong (Yam).

P/W MOD A: 1. Matt Tuckett (KTM).

Bowen, Chester plow Hidden Acres Motocross

By Barbara Williams.

KINGSPORT, TN, MAR. 31

Factory KTM rider Keith Bowen swept both motos of the 250cc A class under intense pressure for the overall victory at Hidden Acres MX.

Bowen also earned third overall in the 125cc A division and second overall in the 25+ A class. The Kentucky rider collected nearly $400 for his afternoon's fun.

Suzuki of Gastonia's Jim Chester won the 125cc A class and took third place in both the 250cc A and 25+ A divisions.

Round three of the AMA USA Mega Series drew 350 entries in spite of the cold rain that surrounded the area. Yet the Hidden Acres circuit experienced only "dust control" sprinkles, resulting in terrific hookup and great racing conditions, while only 30 miles away in Bristol, the NASCAR race was called off because of rain.

The first moto of the 250cc A class was all Bowen, from gate-drop to flag, leaving all the rest of the action behind him. Chester, Kevin Walker and Tim Hodock mixed it up during the moto but finally finished close together in that order, with Chester's teammate Billy Liles, rounding out the top five.

The return engagement of the 250cc A Division mirrored the first, with Bowen, Walker and Chester all going for the first turn. Bowen squeezed to the front and camped out, refusing to be dislodged by all of Walker's pressuring. Chester followed at a distance, then Liles and Hodges finished out the top five.

Chester and Walker traded moto wins in the 125cc A class, but Chester's 1-2 outscored Walker's 3-1 for the victory. Bowen nipped at Chester's heels in both motos, but the Suzuki rider's 125cc skills were razor-sharp and nothing Bowen did could dull them.

Walker's domination of the 25+ A class for the overall win somewhat eased his disappointment at missing out on the Pro-class brass rings. owen, Chester, Liles and Performance Kawasaki's Bryan Adams turned in consistent finishes to round out the top five in that class. Liles finally got a chance to relax somewhat in the 30+ A division, taking that overall with double moto wins over Nicky Baker, Ron Jones and Adams.

Results

50 (4-6): 1. Cory Strickland (KTM); 2. Dakota Beavers (KTM); 3. Brandon Large; 4. Bradley Pace; 5. Cameron Stone (LEM).

50 (7-8): 1. Chase Beck (Cob); 2. Jake Posey (Cob); 3. Michael Ridge (Cob); 4. Kassie Wilks (LEM); 5. Brett Slater (KTM).

65 (7-9): 1. Tim Horn (Kaw); 2. Jake Posey (Kaw); 3. L.T. Horne (Kaw); 4. Chase Beck (Kaw); 5. Phillip Ivers (Kaw).

65 (10-11): 1. Wade Cordell (Kaw); 2. Jeffrey Fields (Kaw); 3. Chase Roberts (Kaw).

80 D: 1. Jason Kennedy (Yam); 2. Willy Baker (Kaw); 3. Shaun Henson (Hon); 4. Brian Pace (Yam); 5. Brandon Enenburg (Suz).

JR MINI: 1. Jeffrey Fields (Yam); 2. B.J. Huntsinger (Suz); 3. Phillip Ranker (Suz); 4. Jason Bault (Suz); 5. Matt Miller (Suz).

SR MINI: l. Jeff Gibson (Kaw); 2. Bobby Ranker (Suz); 3. Casey Barnes (Suz); 4. Hans Neel (Hon); 5. Joshua Summey (Kaw).

S/MINI: 1. Jeff Gibson (Kaw); 2. Ben Riddle (Kaw); 3. Joshua Summey (Kaw); 4. Hans Neel (Hon); 5. Casey Barnes (Suz).

SCHBY: 1. Jeffery Ryan (Suz); 2. Ben Riddle (Kaw); 3. Jeff Gibson (Kaw); 4. Bobby Ranker (Suz); 5. Jonathan Tucker (Suz).

125 A: 1. Jim Chester (Suz); 2. Kevin Walker (Yam); 3. Keith Bowen (KTM); 4. Mitchell Hodges (Kaw); 5. Billy Liles (Suz).

125 B: 1. Preston Rose (Kaw); 2. Joey Belmont (Kaw); 3. Jeffery Ryan (Suz); 4. Jon Boruff (Hon); 5. Ben Riddle (Kaw).

125 C: 1. Eric Leonard (Kaw); 2. Jason Sutherland (Yam); 3. Jason Smith (Hon); 4. Derick Hedrick (Suz); 5. Lucas McDaniel (Hon).

125 D: 1. Jason Rowe (Suz); 2. Bobby Wells (Hon); 3. Cody Blankenship (Hon); 4. Roger Cole (Suz); 5. Jeromy Moore (Yam).

250 A: 1. Keith Bowen (KTM); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Billy Liles (Suz); 5. Tim Hodock (Hon).

250 B: 1. Joey Belmont (Kaw); 2. Jon Boruff (Hon); 3. Preston Rose (Kaw); 4. Harley Keplinger (Suz); 5. William Cassavaugh (Suz).

250 C: 1. Matthew Freed (Suz); 2. Robert Andy Smith (Hon); 3. Jimmy Clendenin (Hon); 4. Bill Viviano (Suz); 5. Jimmy Pitcock (Suz).

250 D: 1. Adam Fleenor (Hon); 2. Kyle Grant (Yam); 3. Brad Manis (Hon); 4. Greg Outlaw (Hon); 5. Dewayne Cook (Kaw).

OPEN: 1. Darryl Ahonen (Kaw); 2. Ron Jones (Hon); 3. Jeff Tomlinson (Hon); 4. Doug Holton (KTM); 5. Barry Phillips (Kaw).

25-Plus A: l. Kevin Walker (Yam); 2. Keith Bowen (KTM); 3. Jim Chester (Suz); 4. Billy Liles (Suz); 5. Bryan Adams (Kaw).

25+ B: 1. Leslie Belcher (Hon); 2. Jay Hayes (Hon); 3. Bill Cassavaugh (Suz); 4. Steve Mason (Suz); 5. Jamie McCoy (Yam).

25+ C: 1. Jimmy Pitcock (Suz); 2. Jimmy Clendenin (Hon); 3. Billy Harrison (Hon); 4. Chris Beddingfield (Suz); 5. Randy Westvall (Suz).

30+ A: 1. Billy Liles (Suz); 2. Joel Nicky Baker (Hon); 3. Ron Jones (Hon); 4. Bryan Adams (Kaw).

30+ B: 1. Paul Young (Suz); 2. Joey Singleton (Hon); 3. David Whitson (Hon); 4. Tony Bridges (Hon); 5. Kelly Byars (Suz).

30+ C: 1. Marc Cleveland (Hon); 2. Randy Westfall (Suz); 3. Craig Greer (Suz); 4. Billy Harrison (Hon); 5. Mark Huntsinger (Suz).

35+: 1. Ron Jones (Hon); 2. Bryan Adams (Kaw); 3. Rick Wright (Suz); 4. Vance Chase (Hon); 5. ÃTAlbiker (Suz).

40+: 1. Terrell Welborn (Suz); 2. Vance Chase (Hon); 3. James Green (Kaw).

48+: 1. Terrell Welborn (Suz).

U/L A/B: 1. Jay Hayes (Hon); 2. Raleigh Deel (Suz); 3. John Robertson (Hon); 4. Brent Lough (Suz); 5. John Fann (Suz).

U/L C/D: 1. Robert Andy Smith (Hon); 2. Jason Smith (Hon); 3. Scotty Moyers (Hon); 4. Michael Franklin (Hon); 5. Brent Surface (Hon).

Ragan rolls at VDTRA Half Mile opener

By Mike Zbrozek
Photo by Dan Mahony

SATSUMA, FL, MAR. 5-6

In a week filled with rain outs and delays, Bike Week '96 proved quite a trial for the AMA Pros, but the Florida sunshine was in abundance at River City Speedway on Tuesday and Wednesday, March 5 and 6, for the opening rounds of the VDTRA dirt track series where Mike Ragan romped home with the Pro-twins victoty.

The half-mile, banked, clay surface proved ideal for action-packed vintage racing. While fast heat races and mains were the order of the day for all classes, the Pro-twins again served up the best shows of the meet.

The Yamaha-mounted Ragan proved himself to be a man on a mission as he powered into the lead both days, taking the wins flag-to-flag. In Tuesday's main event, Steve Longo got by John Blackstock in a race-long duel for second while George Richtmeyer worked himself from a third-row penalty start all the way up to fourth in a thrilling effort. John Vanderkooi rounded out the top five with a solid performance. Tuesday's Pro-twin main was truly a national affair as of the 12 riders entered only two were from the same state - New York.

Wednesday's Pro-twin main was a repeat for Ragan and Steve Longo with Johnny Isaacs moving into third and Vanderkooi fourth. James Vaught had a good run going on his Triumph from seventh up to fifth, but slid down on the slippery surface on lap six to spoil a fine effort. John Hildebrand and John Fike filled out the top six places.

Jac Donald of Winter Park, Colorado, scored a double-double taking both 600cc Amateur and Open-Twin mains both days.

Longtime 600cc Pro rider Tony Neill raced his Yamaha to twin wins while Fred Schritt and Bill Burr traded Masters wins, Schritt made a tremendous effort to get by Burr on Wednesday, but Schritt's Triumph was not up to the Yamaha power of Burr's big twin. The two nearly 60-year-old men put on quite a show, and if the track announcer hadn't given their ages away, one would have thought much younger lions were scrapping.

Results

Tuesday

600 VINT: 1. Jac Donald (Yam); 2. Mike Zbrozek (Tri); 3. J.C. Clark (Yam); 4. Roy Haines (Bul); 5. Bob Loucks (Bul).

OPEN TW: 1. Jac Donald (Yam); 2. James Eastlee (Yam); 3. Doug Stewart (Duc); 4. Bill Stephens (Tri); 5. Ron Stone (Tri).

MSTR: 1.Fred Schritt (Tri); 2. Marvin Long; 3. James Hiter.

SR: 1. John Hildebrand (Tri); 2. Bill Snyder (Bul); 3. Robert Johnston (Yam); 4. J.C. Clark (Yam); 5. Bob Loucks (Bul).

500-750 CLSSC: 1. George Richtmeyer (Tri); 2. Charles Southgate (BSA); 3. Mike Zbrozek (BSA); 4. Gerald Jessup (Tri); 5. James Henry (BSA).

600 PRO: 1. Tony Neill (Yam); 2. John Fike (BSA); 3. Bill Snyder (Bul); 4. Dale Buck (Bul); 5. Robert Johnston (Yam).

MSTR PRO: 1. John Fike (BSA); 2. Lee Parker (Yam); 3. Gerald Jessup (Tri); 4. Bill Burr (Yam).

OPEN PRO-TW: 1. Michael Ragan (Yam); 2. Steve Longo (Tri); 3. John Blackstock (Tri); 4. George Richtmeyer (Tri); 5. John Vanderkooi (Tri).

Wednesday

600 VINT: 1. Jac Donald (Yam); 2. Mike Zbrozek (Tri); 3. J.C. Clark (Yam); 4. Bob Loucks (Bul); 5. Roy Haines (Bul).

OPEN TW: 1. Jac Donald (Yam); 2. Doug Stewart (Duc); 3. Mike Zbrozek (Tri); 4. Ron Stone (Tri); 5. Brian Holzigal (Tri).

MSTR: 1. Bill Burr (Yam); 2. Fred Schritt (Tri); 3. Lee Parker (Yam); 4. Tony Pino (Yam).

500-750 CLSSCS: 1. Johnny Isaac (Tri); 2. Joseph Gately (Tri); 3. Roy Haines (Bul); 4. Mike Zbrozek (BSA); 5. Thom Search (Tri).

600 PRO: 1. Tony Neill (Yam); 2. Johnny Isaacs (Tri); 3. John Fike (BSA); 4. Bill Snyder (Bul).

OPEN PRO-TW: 1. Michael Ragan (Yam); 2. Steve Longo (Tri); 3. Johnny Isaacs (Tri); 4. John Vanderkooi; 5. John Hildebrand (Tri).

A smokin' CCS opener at Heartland Road Race

By Bob Applegate

TOPEKA, KS, MAR. 23-24

Iowa hotshoe Mike Murphy returned to his home track, Heartland Park Topeka, to pick up three convincing wins and a chunk of change from Kawasaki at the CCS road racing season-opener.

After a rough season in 1995 the former top endurance racer was in rare form as he beat up both the Heavyweight Supersport and Superbike classes, winning on his Kawasaki ZX6. After an early dice with Minnesota's Steve Johnson, Murphy rounded out his triple win with a great ride in Middleweight Supersport.

The Unlimited GP race had everyone on their feet as Murphy gridded the 600 up against the region's top big-bore machines and Tommy Gerard's superfast Kawasaki. Murphy jumped out to an early lead, attempting to build a cushion quickly in the six-lap race. Colorado's Mark Shellinger had other plans and worked his usual strategy of hanging back until the end was near. Murphy, who has the twisty portions of Heartland Park's newly configured 2.1-mile course dialed better then anyone, worked his lead hard. Shellinger closed up the gap and made the pass going onto the long front straight, pulling the trigger on the massive Yamaha 1000 to take his second win of the weekend after steaming the Solo GTO crowd on Saturday.

Relative newcomer Scott Ackerman will be an amateur to watch in '96 as he took both GTO and GTU wins on his Clifford Cycles-sponsored Honda 600.

Multi-time champion Tom Girard kicked off his '96 season with a pair of wins over fast local Shane Clark, who testified that Gerard's ZX6 with the now-legal for Supersport one-mil-over motor was "super fast." Girard took his Don & Roy's Motorsports/Mason Studios Kawasaki to the head of the class in both GTU and Middleweight Supersport, earning $500 in Kawasaki contingency to boot.

Results

AM SOLO GTU: 1. Scott Ackerman (Hon); 2. Randall Mennenga (Hon); 3. Greg Bender (Yam); 4. James Franklin (Hon); 5. Matt Gerard (Hon).

EX SOLO GTU: 1. Tom Girard (Kaw); 2. Shane Clarke (Kaw); 3. Steve Johnson (Hon); 4. Mike Murphy (Kaw); 5. Bradley Zajic (Kaw).

AM SOLO GTO: 1. Scott Ackerman (Hon); 2. Mark Heinen (Suz); 3. Don Cole (Yam); 4. Michael Brown (Kaw); 5. John Chionchio (Suz).

EX SOLO GTO: 1. Mark Schellinger (Yam); 2. James Milroy (Kaw); 3. Robert Nellor (Kaw); 4. John Hedstrom (Suz); 5. Greg Fryer (Yam).

AM L/W SS: 1. Paul Ducato (Yam); 2. Tony Kerr (Hon); 3. Jason Swan (Yam); 4. Maurice Maness (Yam); 5. Michael Leseth (Kaw).

EX L/W SS: 1. John Layton (Yam); 2. Bryant Soberg (Kaw); 3. David Stevens (Yam); 4. Dave Rosno (Yam); 5. Bradley Reynolds (Yam).

AM M/W SS: 1. Greg Kahle (Kaw); 2. Doug Harwell (Hon); 3. Randall Mennenga (Hon); 4. Matt Gerard (Hon); 5. Lance Wiggert (Hon).

EX M/W SS: 1. Tom Girard (Kaw); 2. Shane Clarke (Kaw); 3. Steve Johnson (Hon); 4. Glenn Curtis (Kaw); 5. James Schaefer (Yam).

AM H/W SS: 1. Mark Heinen (Suz); 2. Michael Brown (Kaw); 3. Don Cole (Yam); 4. Matt Gerard (Hon); 5. Toby Brown (Kaw).

EX H/W SS: 1. Mike Murphy (Kaw); 2. James Schaefer (Yam); 3. John Hedstrom (Suz); 4. Greg Fryer (Yam); 5. Michael Kirschbaum (Yam).

U/L SS: 1. Eric Herbison (Yam); 2. Michael Gaherty (Hon); 3. Ronald Foye (Suz); 4. James Prince (Hon); 5. Bob Thomas (Yam).

AM L/W S/BK: 1. Paul Ducato (Yam); 2. John Fisher (Kaw); 3. Tony Kerr (Hon); 4. Don Allen (Duc); 5. Maurice Maness (Yam).

EX L/W S/BK: 1. David Stevens (Yam); 2. Bryant Soberg (Kaw); 3. Dave Rosno (Yam); 4. Michael Lower (Yam); 5. Eric Wardlin (Yam).

AM M/W S/BK: 1. Joseph Rozanek (Hon); 2. Kenneth Rickel (Hon); 3. Randy Frost (Hon); 4. Bradley Zajic (Kaw); 5. James Schaefer (Yam).

AM H/W S/BK: 1. Michael Brown (Kaw); 2. Mark Heinen (Suz); 3. Don Cole (Yam); 4. Graham Vincent (Suz); 5. Pat Cahalane (Kaw).

EX H/W S/BK: 1. Mike Murphy (Kaw); 2. James Milroy (Kaw); 3. Eric Herbison (Yam); 4. Jim Brewer (Yam); 5. Bob Thomas (Yam).

U/L S/BK: 1. James Milroy (Kaw); 2. Michael Kirschbaum (Yam); 3. Ryan Myer (Suz); 4. Michael Gaherty (Hon); 5. James Prince (Hon).

AM L/W GP: 1. Greg Bender (Yam); 2. Adam Neal (Yam); 3. Maurice Maness (Yam); 4. Bill Wachholder (Suz); 5. Jason Swan (Yam).

EX L/W GP: 1. Bryant Soberg (Kaw); 2. Kent Shoemaker (Yam); 3. Michael Lower (Yam); 4. Eric Wardlin (Yam); 5. Tommy Hickman (Hon).

AM M/W GP: 1. Alexander Tait (Kaw); 2. Kenneth Rickel (Hon); 3. John Moore (Kaw); 4. James Franklin (Hon); 5. Randle Norian (Hon).

EX M/W GP: 1. Dennis Debuhr (Hon); 2. Scotty Diedrich (Hon); 3. Jeffrey Purk (Hon); 4. Shane Norris (Yam); 5. David Doe (Hon).

U/L GP: 1. Mark Schellinger (Yam); 2. Mike Murphy (Kaw); 3. James Milroy (Kaw); 4. Tom Girard (Kaw); 5. Robert Nellor (Kaw).

EX 125 GP: 1. Tommy Hickman (Hon); 2. Aaron Stein (Hon); 3. Todd Nordby (Hon);

AM SPTSMN: 1. Don Allen (Duc); 2. Richard Wessell (Kaw); 3. Steve Haesemeyer (Yam); 4. Robert Wilkes (Kaw); 5. Barney Wright (Duc).

EX SPTSMN: 1. Todd Nordby (Kaw); 2. Mark Bernal (Kaw); 3. Jon Wilson (Kaw); 4. Brian Jupe (Kaw); 5. Erik Paulson (Suz).

EX U.S. TW SPTS: 1. Darvin Loyd (H-D); 2. Dick Fisher (H-D); 3. Darren Conrad (H-D).

AM L/W ST: 1. Don Allen (Duc); 2. Robert Wilkes (Kaw); 3. Richard Wessell (Kaw); 4. Doug Polston (Kaw); 5. Richard Richter (Duc).

EX L/W ST: 1. Jim Dominique (Hon); 2. Todd Nordby (Kaw); 3. Jeff Root (Hon); 4. Mark Bernal (Kaw); 5. Darvin Loyd (H-D).

AM H/W ST: 1. James Guenette (Hon); 2. Fred Duncan (Hon); 3. Robert Wilkes (Kaw); 4. Chris Bimbi (Duc).

EX H/W ST; 1. Jim Dominique (Hon); 2. Matthew Jensen (Hon); 3. Darren Conrad (H-D).

Hess champ at Chestnut Mountain Hare Scrambles

By John W. Capewell

MARTINSVILLE, VA, MAR. 24

Team Green's Brian Hess started off the Virginia Championship Hare Scramble Series with a hard-fought overall win at the Chestnut Mountain HS, once again demonstrating the skills that have earned him four consecutive VCHSS Grand Championships.

The Chestnut Mountain Enduro Riders pulled off a near-perfect event in the mountains of south central Virginia. Putting on no fewer than four races in one day, which included Pee-Wee, Junior Mini, Mini, and the main event, the CMER folks worked diligently to make the events flow smoothly and on time.

Running in the AA class with Hess were Robby Deal, class newcomer Tommy Handy, Daniel Morrison, and George Greer, finishing in that order within their class. Capturing the top overall points with those guys were 200cc A-class rider Jason Greer and 250cc A-class David White.

Those who roamed through the woods witnessed some of the best Hare Scrambles riding with Hess grabbing the holeshot but losing the lead early in the first lap to Deal. In the first third of the 9-mile-plus loop, Hess was also passed by Danny Morrison. The top three riders pulled away from the pack early and pretty much stayed that way until Morrison fell back from the group in lap three. Also by that lap Jason Greer had made several moves to push himself into fourth place.

By lap three Hess had been bumping Deal's rear fender for more than 18 miles but was unable to get around him. With less than three miles to go in the fourth and final go-around, approaching a lapped bike, the two quickest riders decided to pass at the same time, turning a single line into a triple-wide. When the dust and dirt settled, the AA guys were pretty much upside-down and off their bikes scrambling to repair damage and get their machines pointed in the right direction. Hess's '96 evidently kept running despite a couple of added bends in his new FMF pipe and a carburetor partially ripped off by Deal's handlebars, as he made it back to the track first and finished one minute ahead of Deal for the overall victory.

Results

O/A: 1. Brian Hess (Kaw); 2. Robby Deal (Kaw); 3. Tommy Handy (Kaw); 4. Jason Greer (Yam).

AA: 1. Brian Hess; 2. Robby Deal; 3. Tommy Handy; 4. Daniel Morrison; 5. George Greer.

250 A: 1. David White; 2. Glen Holcomb; 3. Wesley Moran; 4. Timmy Mitchell; 5. Montie Orr.

200 A: 1. Jason Greer; 2. Tony Deal; 3. Jimmie Hess.

VET A: 1. Darryl Campbell; 2. Alan McNutt; 3. Rick Huffman; 4. Tommy Reynolds; 5. Gil Griggs.

VET B: 1. Tony Grove; 2. Paul Sandridge; 3. Andy Phillips; 4. Bobby Wilt; 5. David Clark.

SR: 1. Ron Hale; 2. Bruce Triplet; 3. Graham Kenan; 4. Larry Adams; 5. R.E Wick.

4-STRK: 1. David Baldwin; 2. Mike Mayo; 3. Randal Fitzgerald; 4. Ron Rhodes; 5. David Hansin.

250 B: 1. Brian Blacka; 2. Jerry Calvert; 3. Travis Williford; 4. Kelly Allen; 5. Robert Wagner.

200 B: 1. Steve Edmondson; 2. John Geiman; 3. Tony Bonanno; 4. Mike Bakken; 5. Joey Woody.

250 C: 1. Andrew Sandstrom; 2. Tommy Gourley; 3. Jason Brown; 4. Chance Baker; 5. Craig Baker.

200 C: 1. Monty Sims; 2. Donald Viars; 3. Jody Colaw; 4. Brian Morgan; 5. Preston Creech.

MINI: 1. John Newell; 2. Jason Balonis; 3. Joei Bonanno; 4. Donald Hardman; 5. Jason Bailey.

Tucker takes Oklahoma Badlands Cross Country

By Mike Connell

ERICK, OK, MAR.31

Chris Tucker let the Expert class know that he is back in form by romping to an easy win at the third round of the Oklahoma Cross Country circuit held at the huge Francis ranch near Erick.

As the 1994 OCCRA overall champion, Tucker looked like a sure bet to take the 1995 season. But injuries from a midseason auto accident caused him to miss several races and hampered his performance at the remaining events. All doubt about his health was erased at this race, however.

The track was an all-new, 12-mile loop that included plenty of fast, sweeping terrain and some tricky off-camber hill sections. Unfortunately, the parched western Oklahoma terrain

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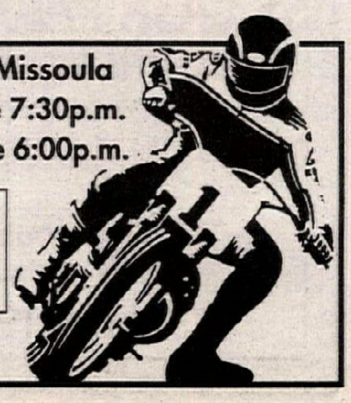
Vintage Classes: Pro Twins - Dash for Cash



MSA 1-800-544-8714

EVENTS

and meager winds combined to create a horribly dusty race. It was a track that was a blast to ride - if you were out front.

Tucker used the dust to his advantage as he took the early lead. Had he ever looked back, he would have seen the bulk of the Expert class self destructing. Hard-charging Billy Spurlock managed to smash his rear tire on the first lap and was through for the day. The next rider to exit was Michael Hulsey after he crashed hard in a rocky, whooped-out section. Will Perry's 125 developed engine trouble early and left him walking back to the pits. The beneficiaries of all this were Bobby Southard and Texan Frank Shacklee. Southard put in a strong ride finishing two minutes behind Tucker, and Shacklee finished a distant third.

The Over 30 Expert class was one of the most competitive of the day. John Davis exited the first turn in the lead, but Mike Sullivan took the point a few miles out and was gone. Sullivan finished only one minute back of Tucker on adjusted time. Davis continued on to finish second, some two minutes behind Sullivan, while Louis Blackwell passed Robert Croslin for third less than a mile from the finish. In all, seven riders from this class finished in the top 10.

Results

O/A: 1. Chris Tucker (Kaw); 2. Mike Sullivan (Kaw); 3. Bobby Southard (KTM); 4. John Davis (Kaw); 5. Louis Blackwell (Hon).

EX: 1. Chris Tucker (Kaw); 2. Bobby Southard (KTM); 3. Frank Shacklee (Yam).

EX (30+): 1. Mike Sullivan (Kaw); 2. John Davis (Kaw); 3. Louis Blackwell (Hon).

INT: 1. David Willard (KTM); 2. Mike Baugus (Yam); 3. Josh Rochester (Hon).

AM: 1. Michael Chandler (Hon); 2. Toby Robinson (Suz); 3. Jay Owens (KTM).

NOV: 1. Charles Paschal (Yam); 2. Dan Hickey (Kaw); 3. John Grim (KTM).

AM (30+): 1. Toby Little (Yam); 2. Derek Owens (Hon); 3. Jerry Clarens (Yam).

40+: 1. Jim McCain (KTM); 2. Kenny Twyman (G-G); 3. Randy Hemphill (Kaw).

SPTSMN: 1. Cesar Maroto (Yam); 2. Dale Selman (Suz); 3. Terry Bullard (Yam).

MINI: 1. Tony Joiner (Hon); 2. Shannon Owens (Kaw); 3. Mark Blackwell (Hon).

Brewer Best at Actiontown MX

By Jay and Sharon Hauser

DILLWYN, VA, MAR. 31

Troy Brewer came away with a hard-fought win the 125cc A class during round two of the U.S. Eastern Pro-Am Motocross Spring Series in the woodlands of central Virginia.

Brewer stuck his CR125 to the rear fender of the first-moto leader Doug Neighbors at the drop of the gate. Number-one plate holder Rob McWhorter settled into third ahead of Yamaha-mounted Brian McElroy as the pack rounded the second turn and set out for battle. Neighbor's lead was short-lived as a fall in the biggest mud hole on the track swallowed him up and Brewer was quick to take over the lead. Brewer pulled out a good lead on the field by lap two, while McElroy was trying everything to work past McWhorter. McElroy made the move to second on lap three and began chopping into Brewer's lead. Once McElroy had clear track ahead of him, he was able to run down Brewer by the halfway point and make a successful pass for the lead.

McElroy held on for the moto win just ahead of Brewer. McWhorter crossed the line a good eight seconds behind the lead pair to take third. Terry Kennedy rode a steady pace and crossed the line in fourth a short distance ahead of the battling pair of Jason Conlon and David Price. Conlon grabbed the fifth spot over Price.

Brewer came back in the second 125cc A moto with a third-place start behind Mark Williams and Kennedy. Conlon gated out in fourth which saw four Hondas leading the way for the first lap.

As the pack rounded the circuit for the end of lap one, Brewer had taken over the lead and had started to put some breathing room over the field, which he would need as McElroy was already working into the top five. McElroy continued to put the pressure on till he had worked past Williams and Price and was soon after Conlon. Once he was clear of the field he tried a repeat of the first moto, but time ran out. Brewer took the second-moto win, which resulted in the overall for the day. Price jumped his way past Conlon just in time to grab third at the flag with McWhorter displacing Williams late in the moto to round out the top five.

Results

50 (4-6): 1. Devon Pilkington (KTM); 2. Brad Haar (Yam) 3. Chad Muterspaugh (KTM); 4. Michael Appleton (KTM); 5. Jeff Vance (Yam).

50 (7-8): 1. David Mitchell (KTM) 2. Tyler Shumate (Cob) 3. Charles Johnson (Yam).

60 (7-8): 1. Chase Shumate (Kaw); 2. Steven Dailey (Kaw); 3. Dean Day (Kaw); 4. Ryan Price (Kaw); 5 Matthew Boyer (Kaw).

JR MINI: 1. Chase Shumate (Kaw); 2. Steven Dailey (Yam); 3. Ryan Price (Kaw); 4. Tripp Bernhard (Yam); 5. Charles Jenkins (Yam).

SR MINI: 1. Jered Black (Yam); 2. Joshua Wood (Kaw); 3. Cole Terry (Yam); 4. Justin Gibbs (Kaw); 5. Timothy Muterspaugh (Kaw).

S/MINI: 1. Jered Black (Yam); 2. Justin Gibbs (Kaw); 3. Joshua Wood (Kaw); 4. Cole Terry (Yam); 5. Timothy Muterspaugh (Kaw).

125 A: 1. Troy Brewer (Hon); 2. Brian McElroy (Yam); 3. Rob McWhorter (Hon); 4. David Price (Yam); 5. Jason Conlon (Hon).

125 B: 1. Roger Carrico (Hon); 2. Stoner Ross (Hon); 3. Dustin Floyd (Suz); 4. Keith Newton (Suz) 5. Randy Jordan (Hon).

125 C: 1. Travis West (Hon); 2. Barry Shiver (Kaw); 3. Mike Neal (Yam); 4. Robert Tillman (Kaw); 5. Tony Bonanno (Hon).

125 D: 1. William Lackey (Hon); 2. Tavis Newman (Hon); 3. Van Etheridge (Hon); 4. Scott King (Suz); 5. Jason Early (Hon).

250 A 1. Brian McElroy (Yam); 2. Jason Conlon (Hon); 3. Jamie Frazier (Kaw); 4. Terry Kennedy (Hon); 5. Chris Anstead (Hon).

250 B: 1. Robert Talbott (Yam); 2. Jamie Schaubach (Hon); 3. Richkard Petscliender; 4. Keith Newton (Suz); 5. John Polakawski (Hon).

250 C: 1. Brandon Williams (Hon); 2. Kyle Richardson (Kaw); 3. Ron Rollins (Hon); 4. Bobby Tucker (Hon); 5. Richard Feidlt (Yam).

250 D: 1. William Lackey (Hon); 2. Marty Wilson (Hon); 3. Robert Simonton (Suz); 4. Michael Meador (Kaw); 5. Robert Perhach (Yam).

25+ A: 1. Brian McElroy (Yam); 2. Scott Shipley (Suz); 3. Vann Gibson (Hon); 4. John Morfit (Hon); 5. Rob McWhorter (Hon).

25+ B: 1. Robert Talbott (Yam); 2. Thomas Jennings (Suz); 3. Larry Menzel (Kaw); 4. Jamie Schaubach (Hon); 5. Brian Howell (Suz).

30+ A: 1. Scott Shipley (Suz); 2. Vann Gibson (Hon); 3. Jay Hauser (Hon); 4. Sonny Mitchell (Kaw); 5. Brad Crouch (Suz).

30+ B: 1. William Hobson (Yam); 2. Trey Woody (Hon); 3. John Price (Kaw); 4. Thomas Jennings (Suz); 5. Paul West (Hon).

30+ C: 1. Ronald Rollins (Hon); 2. Mike Appleton (Yam); 3. Nevan Rushing (Kaw); 4. Alvin Bender (Hon); 5. Richard Tribble (Hon).

35+: 1. Scott Shipley (Suz); 2. Sonny Mitchell (Kaw); 3. Barry Gantt (Suz); 4. John Monk (Yam); 5. Greg Driscoll (Suz).

40+: 1. Sonny Mitchell (Kaw); 2. Greg Driscoll (Suz); 3. Donald Fields (Suz); 4. Ken Jordon (Hon).

U/LTD: 1. Jay Hauser (Hon); 2. John Polakawski (Hon); 3. Craig Holland (Hon); 4. Wesley Kite (Suz); 5 Kenneth Taylor (Hon).

Shoemaker makes good at SRA Grand Prix

By Mike Bierman

CARLSBAD, CA, MAR. 31

Mike Shoemaker took all the points, all the glory, and all the gold during the Southland Racing Association Grand Prix at Carlsbad Raceway.

Shoemaker entered three classes and swept all with time to spare. Starting in the morning with the Vet Expert class, it was obvious that Shoemaker was there to maintain the SRA points lead in the popular Vet battle. Finishing in the runner-up spot was 1995 champion Greg Fountain. Following Fountain were Chip Morton, Chad Blough, and Joe Bagnasco, in that order. First amateur across the line was Brian Fountain. This marks Brian's last ride as an amateur, as he advances to the Expert rank.

Shoemaker's next class was the always-fun SRA Carlsbad team race, where he teamed with 1995 Open-class champ Craig Adams.

The start of the team race places the day's fastest riders on the front row of the four-row starting grid. Rounding the last turn of the first lap elbow-to-elbow were Shoemaker and Brian Meyerscough. Shoemaker was a bit quicker in handing the armband to his teammate. Adams dashed into the lead and was never to be headed. Second at the finish was the team of Meyerscough and Bob Maxwell, followed by the Fountain brothers. Fourth went to Eric Smith and Paul Vogelsang, and rounding out the top five were Tracy Monterone and Keith Loonsfoot.

Shoemaker's third event was the last race of the day, the 250cc and Four-Stroke class combined. Shoemaker once again lined them up and knocked them down. Shoemaker had a little company during the first stages of the race from European Zemen Arnost. However, Arnost couldn't match the leader's pace and finished a few seconds back - not bad for a first-time ride at the demanding venue.

Results

VET EX: 1. Mike Shoemaker (Yam); 2. Greg Fountain (Yam); 3. Chip Morton (Hon); 4. Chad Blough (Hon); 5. Joe Bagnasco.

VET AM: 1. Brian Fountain (Yam); 2. Buster Colon; 3. Jim Calkins (Hon); 4. Lamar Vannoy (Kaw); 5. Lance McRoberts (Hon).

VET NOV: 1. Frank Ruff (Kaw); 2. Todd Ferguson; 3. Len Schnedar (Kaw); 4. Neal Soderberg (Yam); 5. Keith Sievers (Yam).

VET BEG: 1. Darryl Seymore (Suz); 2. John Navarro (Hon); 3. Dave Vinlove (Hon); 4. Randy Fannin (Yam); 5. Dave Dickenson (Yam).

OPEN: 1. Craig Adams (Kaw); 2. Mike Ulrich (Hon); 3. Bob Zingg Jr. (Suz); 4. Richard Suitor (Suz); 5. Randy Norman (Hon).

250: 1. Mike Shomeaker (Yam); 2. Zemen Arnost (Hon); 3. Keith Loonsfoot (Kaw); 4. Jim Willom (Yam); 5. Bob Zingg Jr.

4-STRK: 1. Mike Seeley (Kaw); 2. Mike Bierman (Hon).

0-200: 1. Greg Fountain (Yam); 2. Billy Nicoll (Yam); 3. Sean Hamblin (Yam); 4. Johnny Nicoll (Hon); 5. Stefan Sinast (Hon).

EX (40+): 1. Bob Maxwell (Hon); 2. Paul Vogelsang (Yam); 3. Tracy Hrach (Yam); 4. Steve Bartley (Hon); 5. Richard Kastner (Hon).

AM (40+): 1. Brad Wooten (Kaw); 2. Chuck Duran (Suz); 3. Scott McEwen (Yam); 4. Gary Goulart (Kaw); 5. Frank Thomason (KTM).

NOV (40+): 1. Robert Zingg (Suz); 2. Alan Paul Smith (Hon); 3. Steve Wooley (Suz); 4. Doug Parson (Hon); 5. John Altamirano (Hon).

BEG (40+): 1. P.J. Wright Jr. (Kaw); 2. Mike Hudzinski (Yam); 3. Steve Cobb (Suz); 4. Mark Prescot (Yam); 5. Peewee Thomas.

S/SR (50+): 1. Steve Bussell (Hon); 2. Lars Larsson (Hon); 3. John Knight (Hon); 4. Larry Owens (Kaw); 5. Cleyon Loonsfoot (Kaw).

TEAM: 1. Mike Shoemaker/Craig Adams; 2. Brian Meyerscough/Bob Maxwell; 3. Greg Fountain/Brian Fountain; 4. Eric Smith/Paul Vogelsang; 5. Tracy Monterone/Keith Loonsfoot.

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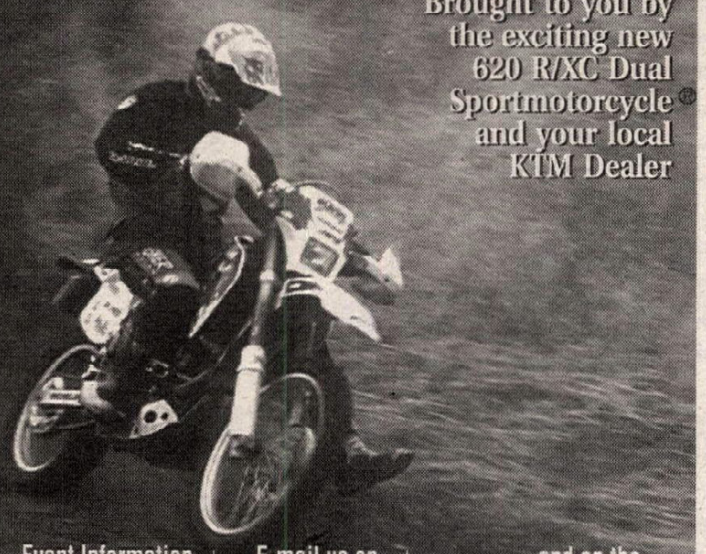

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December 15 • Cajon Moutain 200 • Ontario, CA

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1996 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP

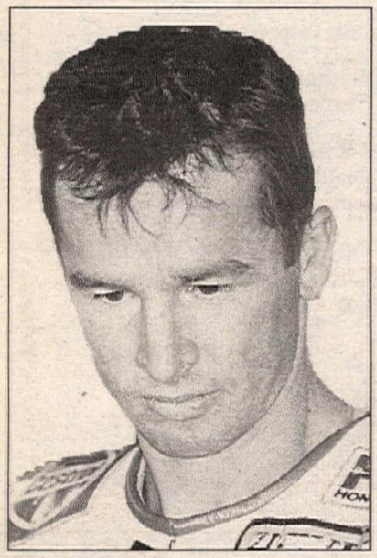
(After 2 of 15 rounds)

1.	Alex Barros (Hon), Brazil	(40)
2.	Michael Doohan (Hon), Australia	(36/1 win)
3.	Luca Cadalora (Hon), Italy	(35/1 win)
4.	Carles Checa (Hon), Spain	(27)
5.	Scott Russell (Suz), Alpharetta, GA	(22)
6.	Jean-Michel Bayle (Yam), France	(18)
7.	Loris Caprirossi (Yam), Italy	(16)
8.	Alberto Puig (Hon), Spain	(15)
	Norifumi Abe (Yam), Japan	(15)
10.	Alex Criville (Hon), Spain	(13)

250cc WORLD CHAMPIONSHIP

(After 2 of 15 rounds)

1.	Max Biaggi (Apr), Italy	(45/1 win)
	Tetsuya Harada (Yam), Japan	(45/1 win)
3.	Luis d'Antin (Hon), Spain	(29)
4.	Oliver Jacque (Hon), France	(21)
	Nobuatsu Aoki (Hon), Japan	(21)
6.	Jurgen Fuchs (Hon), Germany	(19)
7.	J.P. Ruggia (Hon), France	(17)
8.	Ralf Waldmann (Hon), Germany	(16)
9.	Jurgen van den Goorbergh (Hon), Holland	(12)
10.	Luca Boscoscuro (Apr), Italy	(10)



AARON SLIGHT

125cc WORLD CHAMPIONSHIP

(After 2 of 15 rounds)

1.	Haruchika Aoki (Hon), Japan	(40)
2.	Masaki Tokudome (Apr), Japan	(38/1 win)
3.	Stefano Perugini (Apr), Italy	(33/1 win)
4.	Peter Oettl (Apr), Germany	(32)
5.	Tomomi Manako (Hon), Japan	(18)
6.	Noboru Ueda (Hon), Japan	(17)
7.	Valentino Rossi (Apr), Italy	(15)
	Akira Saito (Hon), Japan	(15)
9.	Dirk Raudies (Hon), Germany	(13)
10.	Emilio Alzamora (Hon), Italy	(11)

WORLD SUPERBIKE CHAMPIONSHIP

(After 1 of 12 rounds)

1.	John Kocinski (Duc), Modesto, CA	(50/2 wins)
2.	Troy Corser (Duc), Australia	(40)
3.	Pier-Francesco Chili (Duc), Italy	(32)
4.	Simon Crafar (Kaw), New Zealand	(26)
5.	Aaron Slight (Hon), New Zealand	(21)
6.	Carl Fogarty (Hon), Great Britain	(19)
7.	Christer Lindholm (Duc), Sweden	(15)
8.	Colin Edwards II (Yam), Conroe, TX	(14)
9.	Wataru Yoshikawa (Yam), Japan	(12)
	Piergiorgio Bontempi (Kaw), Italy	(12)

AMA SUPERBIKE SERIES

(After 1 of 10 rounds)

1.	Miguel DuHamel (Hon), Canada	(35/1 win)
2.	Scott Russell (Suz), Alpharetta, GA	(32)
3.	Colin Edwards II (Yam), Conroe, TX	(30)
4.	Pascal Picotte (Suz), Canada	(28)
5.	Doug Chandler (Kaw), Salinas, CA	(26)
6.	Steve Crevier (Hon), Canada	(25)
7.	Aaron Yates (Suz), Milledgeville, GA	(24)
8.	Tom Kipp (Yam), Chardon, OH	(23)
9.	Larry Pegram (Duc), Baltimore, OH	(22)
10.	Chris Carr (H-D), Valley Springs, CA	(21)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 1 of 10 rounds)

1.	Miguel DuHamel (Hon), Canada	(36/1 win)
2.	Mike Smith (Kaw), Canton, GA	(32)
3.	Thomas Stevens (Kaw), Sanibel Island, FL	(30)
4.	Yves Briguet (Hon), Exton, PA	(28)
5.	Doug Toland (Hon), Buena Park, CA	(26)
6.	Steve Crevier (Hon), Canada	(25)
7.	Christian Zwedorn (Hon), Austria	(24)
8.	Jamie Bowman (Hon), Tequesta, FL	(23)
9.	Gerald Rothman Jr. (Hon), Manchester, CT	(22)
10.	Ben Bostrom (Hon), Redondo Beach, CA	(21)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 1 of 10 rounds)

1.	Aaron Yates (Suz), Milledgeville, GA	(35/1 win)
2.	Pascal Picotte (Suz), Canada	(32)
3.	Doug Chandler (Kaw), Salinas, CA	(30)
4.	Michael Barnes (Suz), Boca Raton, FL	(28)
5.	Mark McDaniel (Suz), Santa Rosa, CA	(26)
6.	Mark Miller (Suz), Long Beach, CA	(25)
7.	Jason Pridmore (Kaw), Ventura, CA	(24)
8.	Jim Leslie (Suz), Ridgefield, CT	(23)
9.	Thomas Stevens (Kaw), Sanibel Island, FL	(22)
10.	Frank Wilson (Suz), Canada	(21)

AMA 250cc GRAND PRIX SERIES

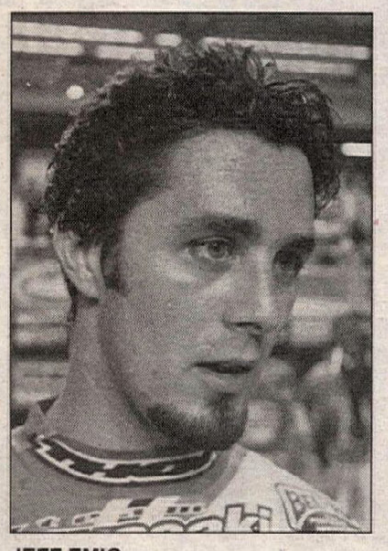
(After 1 of 10 rounds)

1.	Rich Oliver (Yam), Fresno, CA	(35/1 win)
2.	Randy Renfrow (Hon), Fredericksburg, VA	(32)
3.	Roland Sands (Yam), Long Beach, CA	(30)
4.	Bobby Keith (Yam), Redwood City, CA	(28)
5.	Mark Foster (Yam), San Juan Capistrano, CA	(26)
6.	Greg Esser (Yam), Pompano, FL	(25)
7.	Nick Ienatsch (Yam), Los Angeles, CA	(24)
8.	Perry Melneciuc (Hon), Lehigh Acres, FL	(23)
9.	Kristian Kass (Yam), Paramount, CA	(22)
10.	Jason Roth (Yam), Dublin, CA	(21)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES

(After 1 of 10 rounds)

1.	Matt Wait (H-D), Lodi, CA	(36/1 win)
2.	Ben Bostrom (H-D), Redondo Beach, CA	(32)
3.	Dave Estok (H-D), Daytona Beach, FL	(30)
4.	Scott Zampach (H-D), West Bend, WI	(28)
5.	Nate Wait (H-D), Lodi, CA	(26)
6.	Chuck Blackmon (H-D), Greenwood, SC	(25)
7.	Hikaru Miyagi (H-D), Newport Beach, CA	(24)
8.	Brian Gibbs (H-D), Stockbridge, GA	(23)
9.	Tripp Nobles (H-D), Macon, GA	(22)
10.	Rob Hermans (H-D), Australia	(21)



JEFF EMIG

MOTOCROSS

AMA U.S. SUPERCROSS SERIES

(After 12 of 15 rounds)

1.	Jeremy McGrath (Hon), Canyon Lake, CA	(300/12 wins)
2.	Jeff Emig (Kaw), Riverside, CA	(199)
3.	Ryan Hughes (Kaw), Escondido, CA	(190)
4.	Damon Huffman (Kaw), Acton, CA	(171)
5.	Mike LaRocco (Suz), South Bend, IN	(167)
6.	Ezra Lusk (Suz), Bainbridge, GA	(162)
7.	Damon Bradshaw (Yam), Mooresville, NC	(160)
	Phil Lawrence (Kaw), Menifee, CA	(160)
9.	Brian Swink (Hon), Reddick, FL	(139)
10.	Larry Ward (Hon), Florence, SC	(123)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 9 of 11 rounds)

1.	Mickael Pichon (Kaw), Le Mans, France	(193/5 wins)
2.	John Dowd (Yam), Chicopee, MA	(169/2 win)
3.	Tim Ferry (Suz), Palm Harbor, FL	(128)
4.	Nathan Ramsey (Suz), Hixson, TN	(124)
5.	Scott Sheak (Suz), Hudson, NY	(116)
6.	Brian Deegan (Hon), Bellevue, NE	(104)
7.	Cory Keeney (Yam), Oakdale, MN	(86)
8.	Davey Yezek (Suz), Mount Pleasant, PA	(85)
9.	Jeff Curry (Suz), Saginaw, MI	(75)
10.	Shaun Perolio (Kaw), Tampa, FL	(66)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 6 of 8 rounds)

1.	Kevin Windham (Yam), Baton Rouge, LA	(120/4 wins)
2.	James Dobb (Suz), Corona, CA	(105)
3.	Greg Schnell (Suz), Cucamonga, CA	(97)
4.	Kim Ashkenazi (Hon) Australia	(70)
5.	Mike Brandes (Suz), Ukiah, CA	(64)
6.	Casey Johnson (Kaw), Hesperia, CA	(55)
7.	David Pingree (Kaw), Menifee, CA	(52)
8.	Jeff Willoh (Hon), Glendale, CA	(46/1 win)
9.	David Vuillemin (Kaw), France	(45)
	Pedro Gonzalez (Hon), Mexico	(45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)

1.	Jeremy McGrath (Hon), Canyon Lake, CA	(50/1 win)
2.	Jeff Emig (Kaw), Riverside, CA	(44)
3.	Ryan Hughes (Kaw), Escondido, CA	(40)
4.	Damon Bradshaw (Yam), Mooresville, NC	(33)
5.	Greg Albertyn (Suz), Corona, CA	(29)
6.	Phil Lawrence (Kaw), Menifee, CA	(27)
7.	Ronnie Tichenor (Suz), Palm Harbor, FL	(26)
	Mike LaRocco (Suz), South Bend, IN	(26)
9.	Kyle Lewis (Yam), Rosamond, CA	(25)
10.	Jimmy Button (Yam), Corning, NY	(24)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)

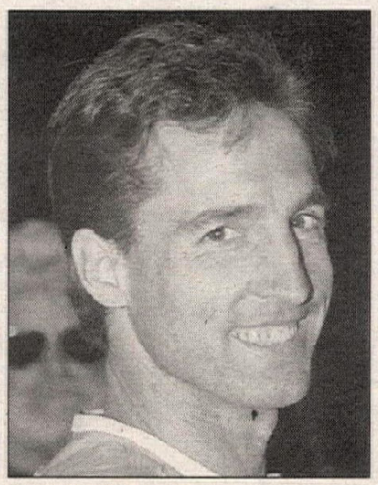
1.	Steve Lamson (Hon), Riverside, CA	(47/1 win)
2.	Scott Sheak (Suz), Germantown, NY	(40)
3.	Mike Brown (Hon), Gray, TN	(38)
4.	Mickael Pichon (Kaw), France	(34)
	Damon Huffman (Kaw), Acton, CA	(34)
6.	Larry Brooks (Yam), El Cajon, CA	(27)
	James Dobb (Suz), Corona, CA	(27)
8.	Brian Deegan (Hon), Menifee, CA	(26)
9.	Casey Johnson (Kaw), Riverside, CA	(24)
	Tim Ferry (Suz), Palm Harbor, FL	(24)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 1 of 22 rounds)

1.	Will Davis (H-D), Goldsboro, NC	(23/1 win)
2.	Rich King (Hon), Waterloo, IA	(19)
3.	Kevin Varnes (Hon), Pottstown, PA	(16)
4.	Brett Landes (Hon), Los Gatos, CA	(15)
5.	Georgie Price IV (H-D), Sicklerville, NJ	(14)
6.	Ricky Graham (Hon), Salinas Valley, CA	(13)
7.	Joe Kopp (H-D), Mica, WA	(12)
8.	Ronnie Jones (Hon), Oklahoma City, OK	(11)
9.	Kevin Atherton (H-D), White Pigeon, MI	(10)
10.	Ken Coolbeth Jr. (H-D), Warren, CT	(9)



RICKY GRAHAM

AMA 600cc NATIONAL CHAMPIONSHIP SERIES

(After 1 of 3 rounds)

1.	Steve Morehead (Rtx), Findlay, OH	(23/1 win)
2.	Georgie Price IV (Rtx), Sicklerville, NJ	(19)
3.	Ricky Graham (Hon), Salinas Valley, CA	(16)
4.	Rich King (Hon), Waterloo, IA	(15)
5.	Charlie Orr (Rtx), Dallas, TX	(14)
6.	Roger Durkee (Rtx), Dudley, MA	(13)
7.	Brett Landes (Rtx), Los Gatos, CA	(12)
8.	Kevin Atherton (Rtx), White Pigeon, MI	(11)
9.	Davey Camlin (Rtx), Rock Island, IL	(10)
10.	Terry Poovey (Rtx), Euless, TX	(9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 3 of 9 rounds)

1.	Ty Davis (Kaw), Hesperia, CA	(90/3 wins)
2.	Randy Hawkins (Suz), Travelers Rest, SC	(59)
3.	Michael Lafferty (KTM), Millville, NJ	(51)
4.	Kevin Hines (CRE), East Wareham, MA	(50)
5.	Steve Hatch (Suz), Ithaca, NY	(48)
6.	Matt Stavish (KTM), Blaine, MN	(15)
7.	Kelby Pepper (Kaw), Center, CO	(14)
8.	Patrick Garrahan (Kaw), Boulder Creek, CA	(13)
9.	Jason Dahners (KTM), Redmond, WA	(12)
10.	Tim Tabor (Hon), Moline, IL	(11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 2 of 7 rounds)

1.	Paul Krause (Kaw), Irvine, CA	(50)
2.	Greg Zitterkopf (Kaw), Chino, CA	(44/1 win)
3.	Destry Abbott (KTM), Phoenix, AZ	(36)
4.	Jeff Capt (Hon), Glendora, CA	(31)
5.	Ty Davis (Kaw), Hesperia, CA	(30/1 win)
6.	Johnny Campbell (Hon), San Juan Capistrano, CA	(27)
7.	Abe Baumann (Kaw), Garden Grove, CA	(23)
8.	Todd Hoy (KTM), Long Beach, CA	(21)
9.	Steve Hengeveld (Kaw), Phelan, CA	(20)
10.	Brian Garrahan (Kaw), Huntington Beach, CA	(18)
	Craig Smith (Kaw), Brawley, CA	(18)

MATT MOORE

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 2 of 9 rounds)

1.	Rodney Smith (Suz), Oakley, CA	(60/2wins)
2.	Brian Garrahan (Kaw), Boulder Creek, CA	(39)
3.	Jason Dahners (KTM), Redmond, WA	(38)
4.	Patrick Garrahan (Kaw), Boulder Creek, CA	(30)
5.	Eric Mashbir (Hon), Oakland, CA	(26)
6.	Steve Hatch (Suz), Ithaca, NY	(25)
	Cole Marshall (Hon), Boulder Creek, CA	(25)
8.	Scott Plessinger (KTM), Hamilton, OH	(21)
9.	Kent Howerton (KTM), Elmendorf, TX	(18)
10.	Rob Kopp (Kaw), Mica, WA	(17)

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 2 of 12 rounds)

1.	Scott Summers (Hon), Petersburg, KY	(40/2 wins)
2.	Ty Davis (Kaw), Hesperia, CA	(38)
3.	Steve Hatch (Suz), Ithaca, NY	(36)
4.	Fred Andrews (Yam), Salem, OH	(30)
5.	Randy Hawkins (Suz), Travelers Rest, SC	(29)
6.	Keith Johnson (Kaw), Penbrook, MA	(28)
7.	Duane Connor (Yam), Washington, PA	(21)
	Brian Keegan (Yam), Canonsburg, PA	(21)
9.	Gene Onail (Kaw), The Plains, OH	(12)
10.	Rodney Smith (Suz), Oakley, CA	(17)

AMA/NATC NATIONAL TRIALS SERIES

(After 1 of 9 rounds)

1.	Geoff Aaron (Bet), Redding, CT	(30/1 win)
2.	Ryan Young (G-G), Lexington, KY	(25)
3.	Olivier Clamagirand (G-G), Brea, CA	(21)
4.	Jess Kempkes (G-G), Lincoln, NE	(18)
5.	Mark Manniko (G-G), Aurora, CO	(16)
6.	Raymond Peters (Sco), Moreland, NY	(15)
7.	Mike Guns (Bet), Canada	(14)
8.	Matt Moore (G-G), Sapulpa, OK	(13)
9.	Dennis Sweeten (Bet), Salem, OR	(12)
10.	Ryon Bell (G-G), Canada	(11)

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World Championship Road Race Series
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
6/16 Monza, Italy, Rnd 4
6/30 Brno, Czech Republic, Rnd 5
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
4/21 Payerne, Switzerland, Rnd 2
5/5 Bellpuig, Spain, Rnd 3
5/12 Lictenvoorde, Netherlands, Rnd 4
5/19 Kapsovar, Hungary, Rnd 5
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Marlbor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
4/21 Gdynia, Poland, Rnd 4
5/5 Mantova, Italy, Rnd 5
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series
4/21 Schwanenstadt, Austria, Rnd 2
5/5 Plomion, France, Rnd 3
5/12 Arganil, Portugal, Rnd 4
6/2 Sverepec, Slovakia, Rnd 5
6/16 Leirop, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lxmbrg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
5/18 Wroclaw, Poland, Rnd 1
6/1 Lonigo, Italy, Rnd 2
7/1 Pocking, Germany, Rnd 3
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross GP
4/21 Betekom, Belgium
4/28 Schnaitheim, Germany
5/12 Bauge, France
6/16 Jinin, Czech Republic
7/14 Rijkevorsel, Belgium
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series
4/20 Pomona, CA, Rnd 2
5/4 Harrington, DE, Rnd 3
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
4/20 Pomona, CA, Rnd 1
5/4 Harrington, DE, Rnd 2
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/22 Sedalia, MO, Rnd 5
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Supercross Series
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Denver, CO, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series
4/28 San Bernardino, CA, Rnd 2
5/5 Sacramento, CA, Rnd 3
5/12 San Bernardino, CA, Rnd 4
6/8 Ogden, UT, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Fall Classic Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out
10/20 Blountville, TN

AMA Superbike National Championship Series
4/19-21 Pomona, CA, Rnd 2
4/26-28 Monterey, CA, Rnd 3
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA Nat'l C'ship Enduro Series
4/28 Wellston, OH, Rnd 4
6/23 West Greenwich, RI, Rnd 5
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
4/20-21 New Waverly, TX
5/4-5 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
5/19 Middlebury, IN, Rnd 1
6/2 Jefferson, PA, Rnd 2
6/9 Freemansburg, PA, Rnd 3
6/16 Avoca, NY, Rnd 4
6/23 Danville, WV, Rnd 5
7/20 Marquette, MI, Rnd 6
8/4 Norton Shores, MI, Rnd 7
8/10 Haydenville, OH, Rnd 8
8/18 Monson, MA, Rnd 9
9/8 Freemansburg, PA, Rnd 10
9/15 Middlebury, IN, Rnd 11
9/29 Jefferson, PA, Rnd 12
TBA Asheville, NC, Rnd 13
10/13 Oregonia, OH, Rnd 14
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
5/31-6/1 Ensenada, BC, Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC National Championship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnds 2 & 3
7/6-7 Jasper, TN, Rnds 4 & 5
8/24-25 Donner, CA, Rnds 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
4/20-21 Grattan, MI
4/27-28 Mount Meridian, IN

WHITE BROTHERS PRESENTS
The World 4-Stroke MX Championships
Sun. April 28 Glen Helen Park San Bernardino CA
PRESENTED BY
World Championship MX • AMA Western National MX Series
Team Dual Dogs Dual Sport Ride/Races • Only 4-Strokes Race
Vintage Bike Show • Classes for All Riders • No Membership
EVENT INFORMATION
Saturday April 27: 4-Stroke Practice 8AM to Noon - Overnight Camping
Sunday Gates Open 6 AM - Practice 8 AM - Race 9:15 AM - DualSport 1st
Team Dual Dogs Dual Sport Ride Sunday after 1st Moto
Sportsmen $25/class - Pro $65 • Min. 6 riders/class: Nov, Int, Pro, Vet
Classes: Mini, 250, 350, 500, Open, Vintage, 500 Pro, Open Pro
Great Awards • $3600 Pro Purse (AMA Membership Req'd in Open Pro)
Co-Sponsors
Championship Four Stroke Track Challenging and Fun!
2nd Annual White Brothers Vintage Dirt Bike Show
Celebrity Judges • Beautiful Plaques • Grass Area
CLASSES: 4-Stroke OffRoad/Race • 2-Stroke OffRoad/Race
Sponsored by White Brothers
KTM • CCM • ATK • HUSABERG • HONDA • KAWASAKI • SUZUKI
Team Dual Dogs DualSport Race at Glen Helen AND Ride through the San Bernardino Mountains Race or Ride or Both!
Glen Helen Park is located just North of San Bernardino.
Take Palm/Kendall Offramp on Interstate 15 and go West.
Gate Fee $10 Adults • Under 12 Free • Gates Close 10PM
Official Hotel: Ramada Inn • 909-887-3001 • Ask for Glen Helen Rate
Rooms also available at Motel 6 • 909-887-8191
Co-Sponsors
Contingency Prizes from:
BURGER KING Presents... 19th Annual 1996 DUNESTOWN SERIES
HONDA • YAMAHA • SUZUKI CONTINGENCY MONEY
OVER $150,000 in Cash & Prizes
Ride practice Sat., April 27 at LACR then come to the Holiday Inn in Palmdale for a free BBQ and giant manufactures and retailers display zone.
First 100 Entries for the Dunestown receive a free Azonic Hat or other prize from O'NEAL
Holiday Inn Official Dunestown Series Hotel
Rays Chevron Official Dunestown Service Station
Round One Sunday, April 28 LACR Motocross, CA
Round Two Sunday, May 5 Edwards AFB MX, CA
Round Three Sunday, May 19 Perris Motocross, CA
Round Four Sunday, May 26 LACR Motocross, CA
Round Five Monday, May 27 LACR Grand Prix, CA
Read about all the racing events and final results in Motorsports News
For CRC Dunestown Info Call (805) 272-8889
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May 3 Coors Light 25-Lap Classic Speedway Championship
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THE ORIGINAL

APRIL 28, 1996

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100% VET PRO Payback
ALL CLASSES
AMA MEMBERSHIP REQUIRED
SATURDAY PRACTICE
11 am to 3 pm
Sunday Gates open 6:00 am
Practice 8:00 am FIRST RACE 9:00am

NORTHERN CAL. QUALIFIER #2
HANGTOWN MX MAY 4, 1996

SOUTHERN CAL. QUALIFIER #3
GLEN HELEN RACEWAY PARK
SEPTEMBER 22, 1996
(909) 880-0890
CHAMPIONSHIP at Glen Helen
Raceway Park October 19 & 20 1996

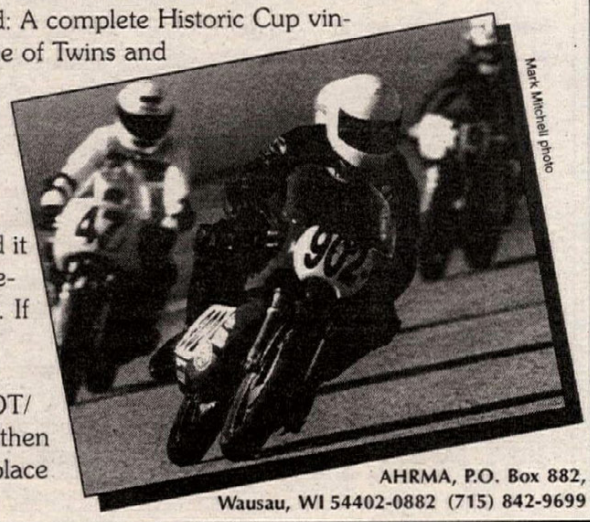
FREE CAMPING / GATES
CLOSE @ 9:00 PM

CENTRAL COAST MOTORCYCLE ASSOCIATION, 9020 La Linia Ave. # 4
Atascadero, CA 93422 info 800-570-6324

AHRMA PUTNAM PARK WEEKEND

May 11-12, Putnam Park Road Course *Mt. Meridian, IN*

It's a triple-national weekend: A complete Historic Cup vintage, Sound of Singles, Battle of Twins and British-European-American Racing Series roadrace on Saturday, then another round on Sunday. Plus a Vintage Iron National Motocross on Saturday. And it all happens at one of the premier facilities in the Midwest. If you're into classic racing machines or the innovative thinking of SOS/BOT/BEARS racers, then Putnam is the place to be.



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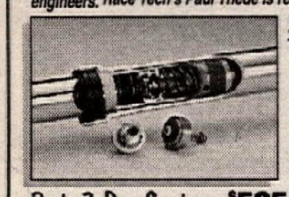
Wausau, WI 54402-0882 (715) 842-9699

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.



Subjects Covered: Dirt & Pavement
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- ▲ Springs, Fluids & Valving Theory
- ▲ Hydraulics & Damping Curves
- ▲ Shop Training

(You'll receive a suspension manual and certificate of completion)

Limited seating available!

Basic 3-Day Seminar **$595.00** **Shilo Inn Hilltop, Pomona, CA**
1st Date July 13,14,15 ($100 off early enrollment closes June 13)
2nd Date September 7,8,9 ($100 off early enrollment closes August 7)
Advanced 2-Day Seminar **$495.00** October 26,27

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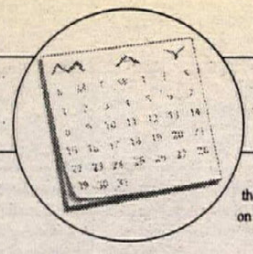

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5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
4/20-21 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
4/20-21 South Haven, MI
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA Nat'l Challenge Series
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
4/27 South Haven, MI, Rnd 8
* 5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National Motocross Series
4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional Motocross Series
4/27 Wapella, IL
5/11 Putnam Park, IN
5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
5/5 Dixon, CA
6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
5/4 Dixon, CA, Rnd 3
5/17 Hanford, CA, Rnd 4
5/18 Hanford, CA, Rnd 5
7/14 Brentwood, CA, Rnd 6
7/19 Quincy, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA C'ship Enduro Series
4/28 Freetown, MA
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenrich, RI
7/21 Oxford, MA
8/11 Granville; MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
5/12 Fishouse, NY
5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
4/27 Brimfield, MA
5/11 Fishouse, NY
6/15 Thomaston, CT
6/22 Southampton, NA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
4/28 Saucier, MS
5/5 Wiggins, MS
5/19 Clanton, AL
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS

8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
5/4 Indianapolis, IN
5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA C'ship Enduro Series
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit
5/5 Little Rock, AR
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
4/21 Pueblo, CO
5/5 Chadron, NE
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
4/20 Las Vegas, NV
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series
4/20 Bedford, PA
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Hampton, VA
7/7 Hampton, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
4/20-21 Sacramento, CA
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
4/26-28 Del Mar, CA
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
4/21 Cheyenne, WY
4/28 Aurora, CO
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National Supercross Series
5/4 Pueblo, CO
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA Texas Hare Scramble Series
4/28 Fort Hood, TX

AMA/District 37 Grand Prix Series
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/US Women's MX League Outdoor Championship Series
5/25-26 Mount Morris, PA
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
5/4-5 Toronto, OH
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
4/21 Arkansas City, KS
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
4/28 Marion, KS
5/5 Arkansas City, KS
5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Grand National C'ship Qualifiers Series

Western 1
5/19 Moreno Valley, CA
6/2 Moreno Valley, CA
6/19 Moreno Valley, CA

Western 2
5/19 Turlock, CA
5/26 Hollister, CA
6/9 Monterey, CA
6/14 Livermore, CA
6/28 Livermore, CA

Appalachian
4/21 Delmont, PA
5/5 Mount Morris, PA
6/23 Delmont, PA

Arizona
5/18 Eloy, AZ
5/25 Phoenix, AZ
6/1 Eloy, AZ
6/8 Phoenix, AZ
6/15 Eloy, AZ
6/29 Phoenix, AZ

Carolinas
4/28 Wythville, VA
5/4 Blountville, TN
5/5 Blountville, TN
5/26 Hendersonville, NC

Central
5/26 Great Bend, KS
5/27 Great Bend, KS
6/9 Great Bend, KS

Cimarron
5/5 Oklahoma City, OK
5/12 Oklahoma City, OK
5/26 Welch, OK
6/2 Oklahoma City, OK
6/9 Oklahoma City, OK
6/30 Welch, OK

Dixie
5/5 Milan, TN
5/12 Baldwin, MS
5/19 Somerville, TN

Eastern
5/19 Hanover, PA
5/26 Budds Creek, MD
6/5 Budds Creek, MD

Finger Lakes
5/5 Binghamton, NY
5/12 Clifford, PA
5/19 Binghamton, NY
6/2 Clifford, PA
6/16 Clifford, PA

Dakotas
5/5 Dickinson, ND
5/19 Donnybrook, ND
6/2 Bismarck, ND
6/8 Arvilla, ND
6/9 Arvilla, ND
6/16 Underwood, ND

Midwest
5/12 Salem, IL
5/26 Kahoka, MO
5/27 Kahoka, MO
6/23 Salem, IL
6/30 Salem, IL

Nebraska
5/5 Westmoreland, KS

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$150,000 TOTAL VALUE
IN CASH - TROPHIES - PRIZES - FACTORY CONTINGENCY

RACE DATES
APRIL 27-28 OGDEN, UTAH
MAY 17-18 SALT LAKE CITY, UTAH
JUNE 1-2 ELKO, NEVADA
JUNE 22-23 BOISE, IDAHO
JUNE 29-30 LOGAN, UTAH
JULY 13-14 RUPERT, IDAHO
JULY 27-28 POCATELLO, IDAHO
AUGUST 10-11 ROCK SPRINGS, WYOMING
AUGUST 31-SEPTEMBER 1 LOGAN, UTAH

FOR MORE INFO CALL: 801 972-5074

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Opening Ceremonies 7:30pm

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TULARE CYCLE PARK
Tulare, CA
Event Calendar
Saturday, April 27
MX Practice
SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

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MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO:
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Sun., April 21st Off Road Short Course Series
Sat., April 27th White Bros 4-Stroke MX Practice (4-Strokes only! No 2-Strokes)
Sun., April 28th White Brothers 4-Stroke MX Championship
Shoei AMA 125/250cc Nat'l Motocross - May 12th
Chaparral AMA Amateur Motocross - May 11th

GFI RACING (909) 684-6996
A Rider For the Riders
Sat., April 20 GFI Super Saturday Races Perris
Sat., April 27 GFI Saturday Practice (8:00a.m.-1:00p.m.) Perris
Sat., May 4 GFI Super Saturday Races Perris
Sat., May 11 No racing/riding in support of the MX Nat'l Perris
May 13 & 14 Fire/Police Nationals (Sat. & Sun.) Perris

AMP Racing
Mechanix Wear/FMF/Yamaha of Modesto
1996 Spring Series
Round #4 Sunday, April 21 Hollister Hills, CA
Round #5 Sunday, April 28 The Oatfield, CA
Info: (209) 541-0860
(408) 238-8208

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AMA ProRacing 125/250cc
NATIONAL
MX
Round 3

KROCK KCAL FM

SUN. MAY 12TH

Plus: White Brothers NATIONAL 4-STROKE MX

CHAPARRAL NATIONAL AMATEUR MX - SAT. MAY 11TH

ENTRY

80cc Beg____ Nov____Int____Exp____ 125cc Beg____Nov____Int____
Jr. Vet (+25) Beg____Nov____Int____ 250cc Beg____Nov____Int____
Vet/Sr (+30) Beg____Nov____Int____Exp____ 500cc Beg____Nov____Int____
Date:______________ Riding No.______________
Name:______________ Age:______
Address:______________ City:______________ State:______
Zip:__________ Day Phone:______________ Bike Brand:______________
Number of Entries Checked:______x $30.00 equals $______ Amount Due
AMA membership will be required. *ENTRIES CLOSE POSTMARKED 4-26-96*
Mail Entries to: Glen Helen Raceway Park, P.O. Box 6950, San Bernardino, CA 92412

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Greg Albertyn, *"The ART OF JUMPING II IS A MUST! View this video if you want more control, confidence and speed."*

1996 Spring and Summer Class Schedule

Axton, Virginia
Lake Sugartree Motorsports Park
May 25th-27th
July 1st-4th
July 15th-18th
July 23rd-25th

Lithia Springs, Georgia
Bremen Raceway
April 26th-27th

Budds Creek, Maryland
Budds Creek MX Park
May 3rd-4th

Tiline, Kentucky
Airtime Raceway
May 17th-18th

Lewiston, Maine
Bull Run MX Track
June 10th-12th

Central Village, Connecticut
Central Cycle Track
June 20th-21st

Montrose, Pennsylvania
Practice Track 573
June 26th-27th

Byron, Illinois
Motosport Park
August 15th-17th
Call Arron to enroll (815) 234-2271

Budds Creek Maryland
Budds Creek MX Park
August 29th-30th

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(209) 673-8080
cma GFI Racing North
1996 CMA/GFI Spring Trophy MX Series

Sat., April 20	Little Okie, Madera, CA - Round 2	(Night Race)
Sat., April 27	Little Okie, Madera, CA - Round 3	(Night Race)
Sat., May 4	Little Okie, Madera, CA - Round 4	(Night Race)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

5/19 Ashland, NE
6/2 Ashland, NE
6/16 Westmoreland, KS

North Central
6/1 Buchanan, MI
6/2 Buchanan, MI
6/29 Rochester, IN
6/30 Rochester, IN

Northwest
5/5 Richland, WA
5/19 Connell, WA
5/26 Spokane, WA
6/2 Onalaska, WA
6/29 Port Angeles, WA

Ohio
5/11 Malvern, OH
5/19 Malvern, OH
6/1 Malvern, OH
6/9 Malvern, OH
6/22 Malvern, OH

Ozark
5/11 Springfield, MO
5/19 Springfield, MO
5/27 Little Rock, AR
6/2 Fort Smith, AR

Rocky Mountain
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthoud, CO
6/30 Colorado Springs, CO

Southwest
4/28 Albuquerque, NM
5/19 Albuquerque, NM
6/23 Albuquerque, NM

Silver State
5/19 Carson City, NV
6/7 Carson City, NV
6/14 Carson City, NV
6/21 Carson City, NV

Texas
4/20 Houston, TX
5/4 Whitney, TX
5/17 Mosier Valley, TX
6/8 Burleson, TX

Viking
5/5 Staples, MN
5/12 Mazeppa, MN
5/27 Staples, MN
6/16 Deer River, MN
6/23 Mora, MN
6/30 Staples, MN

Wyoming
5/5 Lusk, WY
5/12 Gillette, WY
5/26 Laramie, WY
6/16 Casper, WY

Georgia/Florida
TBA

Tennessee
TBA

NMA Ponca City Grand National Championships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National Motocross Finals
10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series
4/21 Waller, TX
4/28 Bastrop, TX
5/5 Whitney, TX
5/19 Euless, TX
Info 817/694-2901

AMA MX Mega Series
4/28 Wytheville, VA
5/4-5 Blountville, TN
5/18-19 Blountville, TN
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
4/21 Montague, TX
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

AHRMA Golden State Vintage Motocross Series
5/19 Madera, CA
6/2 Madera, CA
6/16 Madera, CA
6/30 Madera, CA
7/14 Madera, CA
8/4 Madera, CA
9/8 Madera, CA
9/22 Madera, CA
10/6 Madera, CA
11/17 Madera, CA
Info 209/661-0706

WSMC Road Race Series
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

Inter'l Old Timers MX Series
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 Richland, WA
6/1-2 Edmonton, AB, Can.
6/27-28 TBA, Can.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
5/18 Myrtle Beach, SC
9/6 Asheboro, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Glendale, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
*11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
*National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National MX Series
4/27-28 Odgen, UT
5/17-18 Salt Lake City, UT
6/1-2 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

The AMP/Mechanic's Wear/ FMF/Yamaha of Modesto Spring Series
4/21 Hollister, CA, Rnd 4
4/28 Turlock, CA, Rnd 5
Info 209/642-4364

Championship Enduro Series
4/28 Indian Mills, NJ
5/5 New Lisbon, NJ
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwich, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

C'ship Hare Scrambles Series
4/21 St. Georges, DE
5/19 Belleplain, NJ
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
4/28 Meriden, CT
5/25-26 Exeter, RI
6/9 Chepachet, RI
6/22-23 Ossippee, NH
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
4/20-21 Belvidere, TN
5/4-5 Clinton, SC
5/18-19 Dixon, TX
6/8-9 Carrolton, KY
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am MX Spring Series
5/12 Wytheville, VA
5/19 Danville, VA
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
4/28 Dillwyn, VA
5/5 Martinsville, VA

5/19 Surry, VA
5/26 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series
4/21 Middleboro, MA
4/28 Middleboro, MA
5/5 Southwick, MA
5/12 Central Village, CT
5/19 Southwick, MA
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
5/5 Mead, CO
5/12 Peublo, CO
6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
5/25-26 Fernly, NV
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
5/5 Muddy Creek, TN
6/9 Glen Helen, CA
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVega, NV

Metropolitan Sports Committee Spring Series
4/21 Modena, NY
4/28 Claverack, NY
5/5 Modena, NY
5/12 Modena, NY
5/19 Claverack, NY
5/26 Modena, NY
6/2 Monticello, NY
6/9 Modena, NY
6/16 Monticello, NY
6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
6/8 Perris, CA
*6/15 Perris, CA
6/22 Perris, CA
*7/13 Perris, CA
7/20 Perris, CA
*7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
*8/17 Perris, CA
8/24 Perris, CA
* **8/31 Perris, CA
*Yamaha & **Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series South
9/8 Perris, CA
*9/15 Perris, CA
*9/29 Perris, CA
*10/6 Perris, CA
*10/27 Perris, CA
*Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

GFI/Team Green Youth World Championships
7/6 Perris, CA
7/7 Perris, CA

Northeast MX Classic Series
5/19 Binghamton, NY, Rnd 1
6/1-2 Clifford, PA, Rnd 2
6/9 New Berlin, NY, Rnd 3
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles C'ship Series
4/21 Coos Bay, OR
5/12 Coos Bay, OR
5/26 Coos Bay, OR
6/9 Coos Bay, OR
6/29 Coos Bay, OR
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Spring MX Series
4/21 Pymatuning, OH
5/5 Western Reserve, OH
5/12 Spring Valley, OH
5/26 Amherst, OH
6/16 Ohio International, OH
6/23 Lightning, OH

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
5/5 Western Reserve, OH
6/9 Malvern, OH
6/23 Lightning, OH
6/30 Spring Valley, OH
7/14 Pymatuning, OH
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
5/26 Cable Creek, OH
6/16 Salem, OH
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
5/17 Missoula, MT
5/18 Missoula, MT
5/31-6/2 Cour d'Alene, ID
6/28-29 Kalispell, MT
6/30 Cedar Rapids, IA
7/14 Casper, WY
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
4/28 Glen Helen, CA
5/5 Glen Helen, CA
6/8-9 Lake Isabella, CA
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontaria, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
5/25-26 Quebec, Canada
6/8-9 Alberta, Canada
6/29-30 Ontario, Canada
7/6-7 Quebec, Canada
7/20-21 Nova Scotia, Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
5/20 Ontario, Canada
6/22-23 Quebec, Canada
6/29-30 Ontario, Canada
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
4/28 Wellston, OH
5/19 Clanton, AL
6/23 West Greenwich, RI
7/7 New Straitsville, OH
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

Sunstar Sprockets Spring Classic MX Nationals
South
4/21 Palmdale, CA
4/28 Victorville, CA
5/19 Ramona, CA
North
4/21 Sacramento, CA
4/28 Carson City, NV
5/18 Marysville, CA
5/26 Chico, CA
Final Showdown
6/1-2 Gorman, CA
Info 714/367-1141

FMF Pac-West MX Nationals
6/8 Albany, OR
6/9 Albany, OR
6/15 Richland, WA
6/16 Richland, WA
6/22 Raymond, WA
6/23 Raymond, WA
6/29 Port Angeles, WA
6/30 Port Angeles, WA
Info 714/367-1141

CMC Trans-Cal MX Nationals
South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA
North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA
Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR
Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

APRIL						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

* DENOTES PRO PAYBACK

Wed, April 17

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 19-20

CANADA INDOOR SHORT TRACK - Motorsports of America, Hamilton, Ontario. Info: 800/544-8714 (in U.S.), 817/683-6410 (in Canada).

Fri, April 19

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.

April 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA GRAND PRIX - AMA/D-37/Hilltoppers M.C., 1996 Big Six G.P. Series/Best of the West, Carlsbad Raceway, Carlsbad. Info: 714/898-4557 or 310/428-4971.

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CRC **California Race Schedule**
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Sun., April 21	CMC Spring Classic	L.A.C.R.
Sun., April 28	CRC MX - Dunestown	L.A.C.R.
Sun., May 5	CRC MX - Dunestown	Edwards A.F.B.
Sun., May 12	No Race	
Sun., May 19	CRC MX - Dunestown	Perris

Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

Tell them you saw it Cycle News

AMP
Sat., April 20 MX Practice Hollister Hills, CA
Sun., April 21 AMP Spring Series Round 4 Hollister Hills, CA
Sat., May 25 MX Practice Hollister Hills, CA
(408) 238-8208 (415) 587-8678
Motowest Racing Ent.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

GEORGIA DRAG RACE - AMRA, Southern Region, 1/4 mile, Silver Dollar Raceway, Reynolds. Info: 708/250-0838.

IDAHO MOTOCROSS - SIRA/ELMA, Rupert Idaho Fairgrounds, Rupert, Info: 208/436-7071.

INDIANA SWAP MEET & SHOW - 13th Annual Mid-West M/C Swap Meet and Bike Show, Marion County Faigrounds, Indianapolis. Info: 317/839-8616.

OHIO HARE SCRAMBLE - AMA/Action Sports Promotions Inc., team race, Athens. Info: 614/594-6686.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Association, Huntsville. Info: 205/880-9561.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, area qualifier, Christiana. Info: 615/896-3245.

TEXAS DUAL SPORT - AMA/Trail Riders of Houston, Dual Sport Trail Ride Series, New Waverly. Info: 713/537-2983.

WEST VIRGINIA INDOOR SHORT-TRACK - Motor Sports of America, Huntington Civic Center, Huntington. Info: 800/544-8714.

Sat, April 20

CALIFORNIA FAMILY ENDURO - AMA/D-36, Training Wheels Family Enduro, California Enduro Riders Assn., Tahoe National Forest, Foresthill. Info: 510/462-6824.

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, Cal Mid-State Fairgrounds, Paso Robles. Info: 805/238-1269.

CALIFORNIA MOTOCROSS - GFI/Super Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 2, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Sandhill Ranch, Brentwood. Info: 916/967-0262.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* FLORIDA MOTOCROSS - Inside Line Racing, Florida Vet Championship Series/Cen. Fla. M/C Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

FLORIDA MOTOCROSS - Points Rnd 8 MX, Sun State Raceway , Ona. Info: 941/776-0303.

* FLORIDA MOTOCROSS - Wausau MX Park, Wausau. Info: 904/638-1012.

* KENTUCKY ARENA CROSS - KTMXA/Paris Dirt-Trackers, Inc. Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

NEVADA HILLCLIMB - Jackpines Gypsies M.C. Thunder at the Avi, Laughlin. Info: 800/200-8482.

* NEW YORK MOTOCROSS - AMA/Loretta Lynn Area Qualifier, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* WEST VIRGINIA MOTOCROSS - Holeshot Productions, Reedsville Volunteer Fire Dept., Reedsville. Info: 304-265-5396.

TEXAS VINTAGE-ONLY & MODERN G.P. /OFF-ROAD/- B.R.O.S./Pecan Creek MX Park, I-35 between Sanger & Denton. Info: 817/484-1321 (Scott) or 817/243-5764 (Jim)

TEXAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Houston. Info: 310/868-8112

Sun, April 21

ALABAMA DRAG RACE - IDBA, 1/8th mile, Lassiter Mountain Dragway, Birmingham. Info: 205/849-7886.

* ARIZONA MOTOCROSS - Cerbat Motorsport Club, Cerbat Motorsport Park, Kingman. Info: 520/757-7438.

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Florence. Info: 602/582-2294.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Cycleland, Nacadoches. Info: 800/55-TSCEC.

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA HARE SCRAMBLES - AMA/Redding Dirt Riders, National Championship Series, Redding. Info: 916/221-6612.

* CALIFORNIA MOTOCROSS - Over the Hill Gang, OTHG Only Race, Rainbow II, San Jacinto. Info: 310/864-6875.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Vintage Iron National, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* CALIFORNIA MOTOCROSS - CMC, Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA GRAND PRIX - CMC , Spring Classic, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 4, Hollister Hills GP track, Hollister Hills. Info: 209/541-0860 or 408/238-8208.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Spring Classic Nationals - Rnd 2, L.A. County Raceway, Palmdale. Info: 714/367-1141.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville, Info: 904/268-2376 or 845-2076.

* GEORGIA MOTOCROSS - Hog Pen Motocross, Cairo. Info: 912/377-5839.

* ILLINOIS SHORT TRACK - Pro-AM & 4Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.

ILLINOIS TRIALS - NITRO, Buffalo Range Riding area, Ottawa. Info: 708/931-1530.

* KANSAS HARE SCRAMBLES - K.O.R.R., 1-man/2-hr, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA/D-7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS - NESC, Middleboro. Info: 413/772-0685.

*MISSOURI HARE SCRAMBLER - Plattin Creek Dirt Riders, Kawasaki, Suzuki & Yamaha, Surdyke Powersports, St. Louis. Info: 314/931-9166.

* NEVADA MOTOCROSS - CMC/Nevada Old Timers, Spring Series - Rnd 4, Fernley International Raceway, Fernley. Info: 702/322-4311 or 702/359-0695.

NEVADA MOTOCROSS - NOT/ROTHG, Spring Motocross Series, Fernley. Info: 702/322-4311.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 10th Annual Honda Big Bucks Motocross Shootout & Fun Day, Raceway Park, Englishtown. Info: 908/446-7800

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series, Ace Motocross, Modena. Info: 914/463-2093.

NEW YORK MOTORCROSS - Hunt Moto Park/W.N.Y.S.C. Info: 716/476-2697.

* NEW YORK MOTOCROSS - ACE Motocross, Modena. Info: 914/463-2093.

NEW YORK SWAP MEET - ABATE of Tompkins County, 12th Annual Motorcycle Swap Meet, New York State Armory, Ithaca. Info: 607/387-5294.

* OKLAHOMA MOTOCROSS -(AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OKLAHOMA MOTOCROSS RACING SERIES - Rocky Top USA, Oklahoma City, I-35 & I-40, Info: 800/224-7980 or 405/677-3333.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders, Tiffin. Info: 419/447-3054 or 419/927-MOTO

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON ENDURO - OMRA/Mount Scott M/C, ISDE Series/Devils Head, points event, Tillamook. Info: 503/678-2779.

* PENNSYLVANIA HARE SCRAMBLE - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, Tucker Rocky Spring Series, Delmont. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - D-6/A-Points, Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 4, Camp Coker, Society Hill. Info: 423/323-5497.

PENNSYLVANIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Delmont. Info: 310/868-8112

TEXAS MOTOCROSS - GNC, GNC Texas Series, 290 MX, Waller. Info: 817/694-2901.

TEXAS EXPO, SHOW & SWAP MEET - 5th Annual, San Antonio. Info: 214/216-5520.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

WASHINGTON MOTOCROSS - Washougal MX, AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

* WYOMING MOTOCROSS - SRAC/Cheyenne Cycle Club, Triple C Raceway, Cheyenne. Info: 800/242-6581.

WEST VIRGINIA HILL CLIMB - Mac's Cycle Supply/Boone County Hill Climb Club. Danville. Info: 304/369-5811.

Fri, April 26

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions Presents, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

April 27-28

CALIFORNIA MOTOCROSS - Sierra Old Timers National, Marysville Youth Park Benefit. Info: 916-695-2727.

CALIFORNIA OFF ROAD POKER RUN - Hi Desert Charities/BLM, Barstow. Info: 619/252-3093.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

CALIFORNIA DIRT TRACK - Budweiser and RS Racing. Valley Thunder dirt track races. Madera Fairgrounds, Madera. Info: 209/661-0706

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-8916

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/298-2100 or 419/822-3006

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

* UTAH MOTOCROSS - Wild West Nationals, O.C.A., Odgen. Info: 801/972-5074.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A Classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, April 27

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 3, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA SWAP MEET - Peninsula Honda/Classic Japanese Motorcycle Club, Sunnyvale. Info: 408/225-3274.

CALIFORNIA DIRT TRACK - Budweiser and RS Racing. Valley Thunder dirt track races. Madera Fairgrounds, Madera. Info: 209/661-0706

* FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. M/C Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Points Rnd 9, Sun State Raceway, Ona. Info: 941/776-0303.

GEORGIA FLAT TRACK - Harley Davidson/GFTL, 2nd Annual, Buford. Info: 770/962-7888.

MAINE MOTOCROSS - New England Motocross Assoc., Spring Hill, S. Berwick. Info: 860/928-2138.

MASSACHUSETTS ENDURO - CETRA, Junior Championship Series, William Phelan Memorial Brimfield. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - 226 MX, Night Event, Info: 704/652-3758

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* NORTH CAROLINA SUPERCROSS - N.A.M.E., Reidsville. InfoL 910/342-4492.

OHIO MOTOCROSS - AMA/Dist. 11/New Moon Motocross, Springfield. Info: 513/324-2452.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

* SOUTH CAROLINA MOTOCROSS - Motocross, Hardeeville, South Carolina, night. Info: Ron Twilley, 912/427-9674 or Leland Prewitt, 912/236-7042.

Sun, April 28

CALIFORNIA ENDURO - AMA/Los Altos Dirt Bikers, ISDE qualifier, Lakeport. Info: 415/589-8585.

CALIFORNIA HARE & HOUND - AMA/Vikings M/C, National Championship Series, Red Mountain. Info: 310/732-0236.

CALIFORNIA MOTOCROSS - White Bros. 4-Stroke Championship, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - Over the Hill Gang, Castaic. Info: 310/864-6875.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 5, The Oatfield, Turlock. Info: 209/541-0860 or 408/238-8208.

* CALIFORNIA MOTOCROSS - Central Coast Motorcycle Ass'n. Central Cal Qualifier #1. Pozo. Info: 800/570-6324

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Palomar. Info: 909/674-5357.

CALIFORNIA SHOW - 6th Annual Pacific Coast Dream Machines, Half Moon Bay Airport, Half Moon Bay. Info: 415/726-2328.

CALIFORNIA STREET BIKE POKER RUN - Lee's Honda Kawasaki, Redding, Info: 800/542-9697.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing. Valley Thunder dirt track races. Madera Fairgrounds, Madera. Info: 209/661-0706

COLORADO MOTOCROSS - IMI Kart Races, Denver. Info: 303/286-1813.

* COLORADO MOTOCROSS - SRAC/Colorado Motorsport Productions, Aurora Race Track, Aurora. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Yamaha 1996 Sunshine State MX Championship, Parts Unlimited, Ona. Info: 941/776-0303 oe 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* GEOARGIA MOTOCROSS - AMA, Echeconnee Motocross, Macon. Info: 912/788-8227.

* GEORGIA SHORT TRACK - AMA/Weaver Mechanicals GFTL, Georgia Karting Kemplex, Carnesville. Info: 770/962-7888.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* ILLINOIS SHORT TRACK - Pro-AM & 4Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.

ILLINOIS TRIALS - Forest City Riders, Byron. Info: 815/963-2491.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankforo: 815/469-9972.

* KANSAS MOTOCROSS - K.O.R.R., Spring Championship, Green Acres, Marion. Info: 316/942-6527.

* KENTUCKY MOTOCROSS - Fun Throttle Promotions Inc., Hatfield. Info: 606/353-4740.

KENTUCKY MOTORCYCLE RACE - Hillbilly Raceway, Hatfield. Info: 606/353-4740

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS ENDURO - NETRA, John Monahan, Freetown. Info: 203/875-5757.

MASSACHUSETTS - NESC, Middleboro. Info: 413/772-0685.

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEW MEXICO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Albuquerque. Info: 310/868-8112

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Yamaha Contingency, Claverack Motocross, Claverack. Info: 518/828-6149.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/594-3680.

* NEW YORK MOTOCROSS - Claverack Motocross, Claverack MX Track. Info: 518/828-6149

* NORTH CAROLINA SPRING SERIES - Dirt World Promotions & AMC, Montrose Motocross, Raeford. Info: 919/554-4467.

* NORTH DAKOTA MOTOCROSS - Northa Dakota Motorcylcle Association. NMA Qualifier, Beulah. Info: 701/343-2094

OHIO ENDURO - AMA/Appalachian Dirt Riders, National Championship Series, Wellston. Info: 614/384-2286.

OHIO HARE SCRAMBLES - CRA, Wagner Racing, New Philadelphia. Info: 330/682-9231.

OHIO HARE SCRAMBLES - Sunset Ramblers, team race, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OREGON ROAD RACE - OMRRA/Portland International Raceway, Portland. Info: 503/221-1487.

OREGON ENDURO - OMRA/Lobos M/C Inc, ISDE Series/China Hat, points event, Bend. Info: 503/678-2779.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, Dist. 6 Expert points, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290

TEXAS MOTOCROSS - GNC, GNC Texas Series, Lakeside Motorsport, Bastrop. Info: 817/694-2901.

VIRGINA HARE SCRAMBLE - VCHSS/Central Virgina Frailriders, Dillwyn. Info: 804/378-1180.

VIRGINIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Pro Sport, Wytheville. Info: 423/323-5497.

VIRGINIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Wythville. Info: 310/868-8112

WASHINGTON MOTOCROSS OPENER - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

WEST VIRGINIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Wilderness, Clarksburg. Info: 304/284-0084.

*WYOMING MOTOCROSS-HPMA/Lusk Dirt Riders, Lusk. Info: 307/334-2321.

April 29 & 30

* PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, Loretta Lynn's Amateur Regional Championship, 125C-250C & Youth Classes Also, Delmont. Info: 304/284-0084.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

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Event sanction/promoter/sponsoring club: _____

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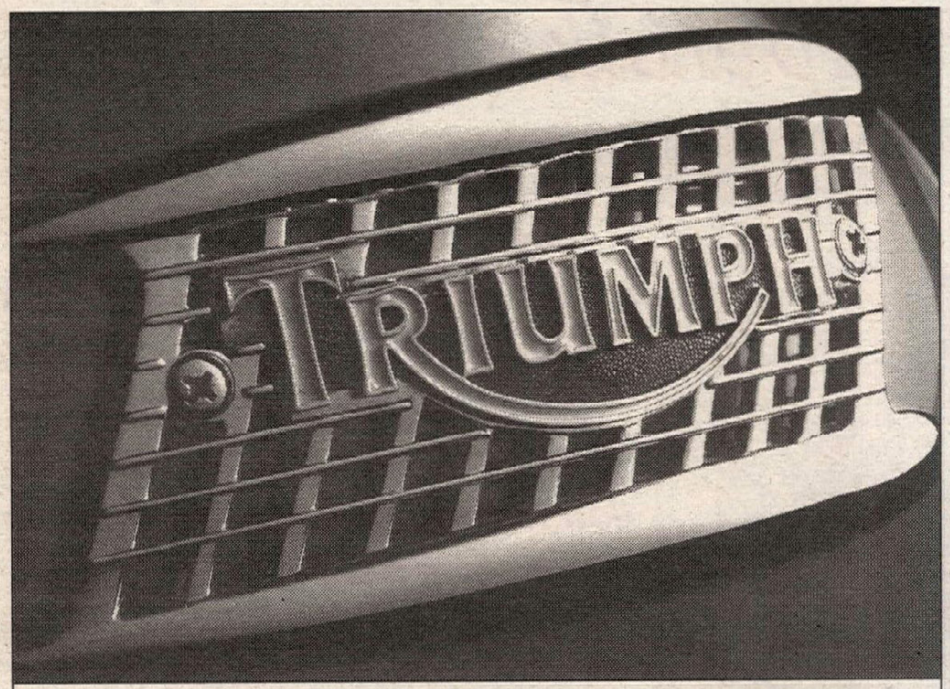

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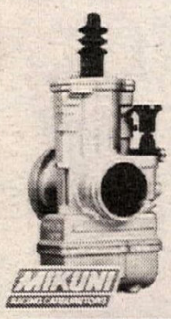

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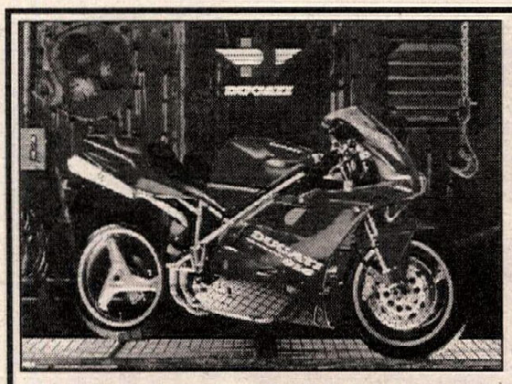
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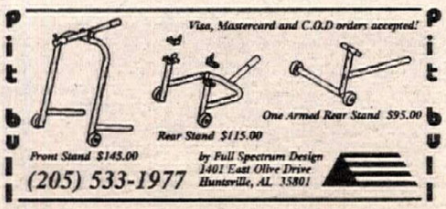
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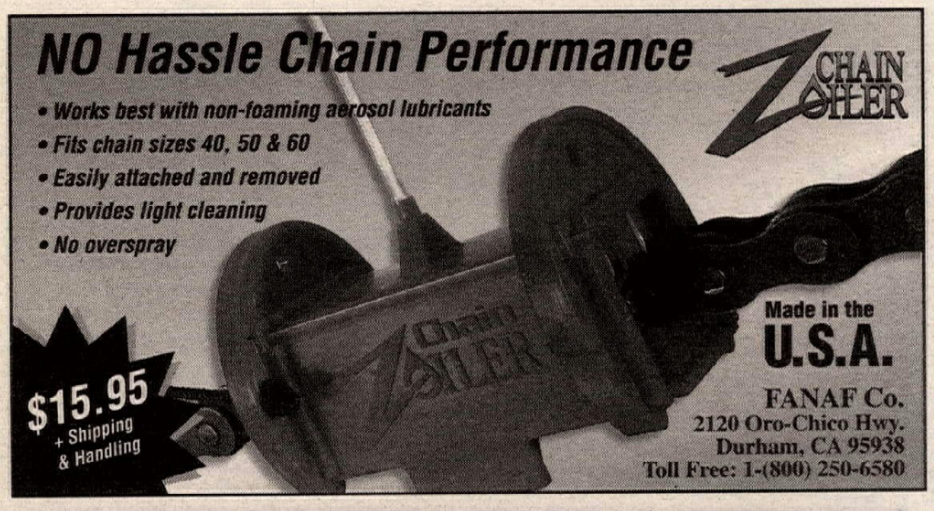

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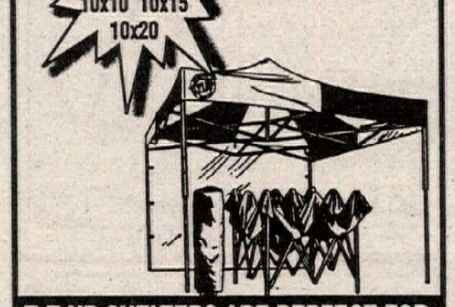

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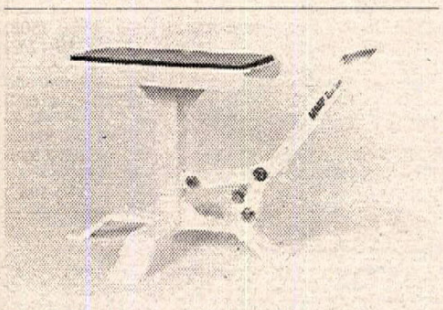

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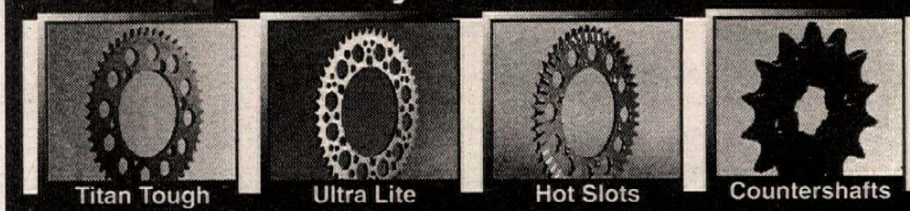
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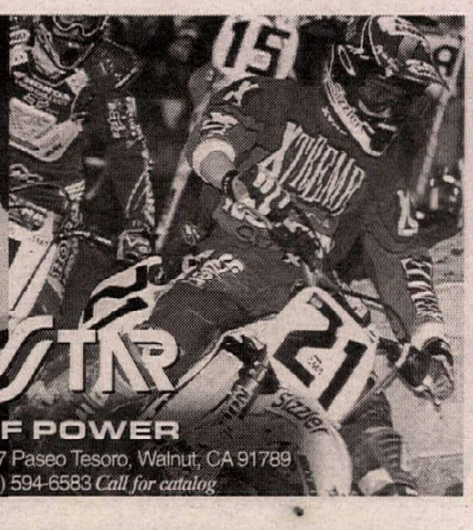

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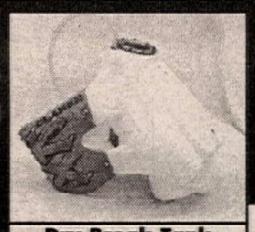

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CBR1000	**	1232cc	179
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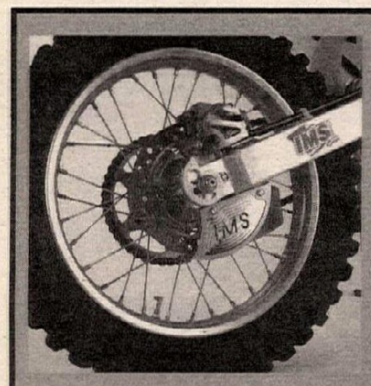
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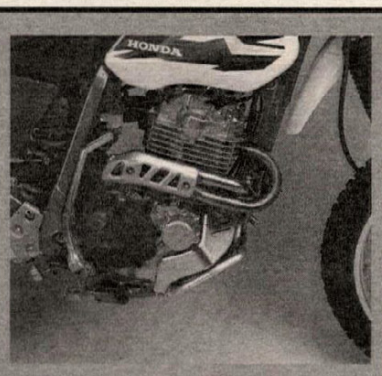
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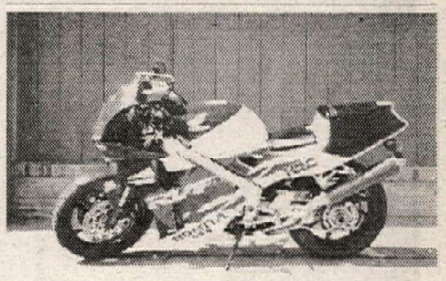

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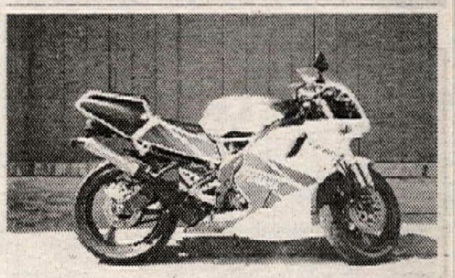

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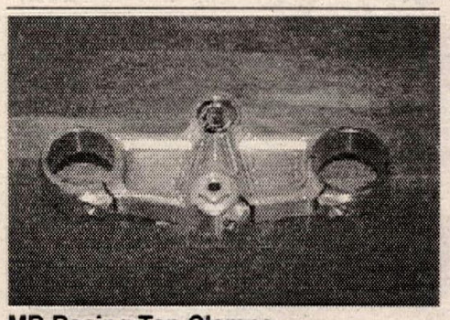

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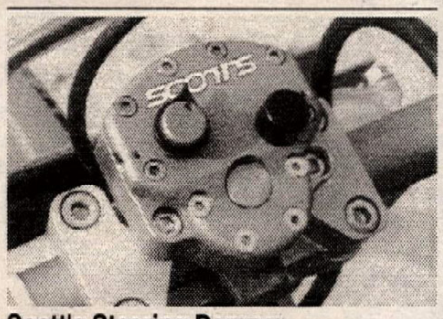

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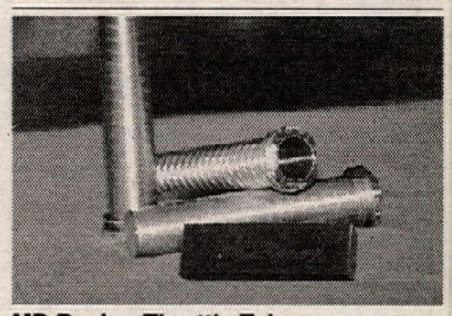

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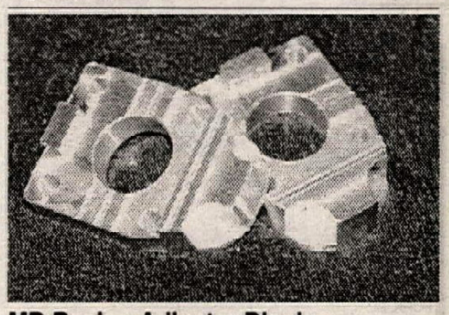

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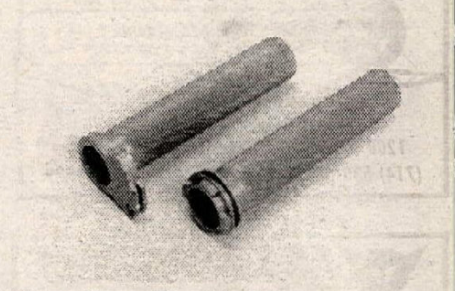

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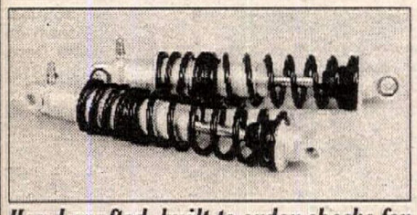

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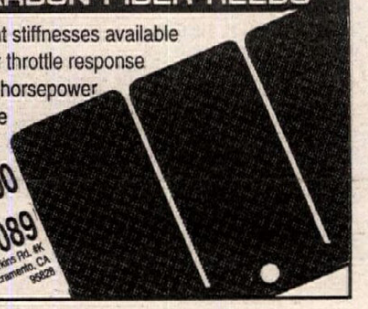

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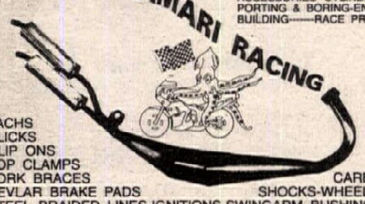

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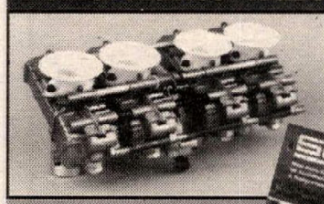

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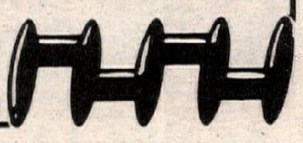

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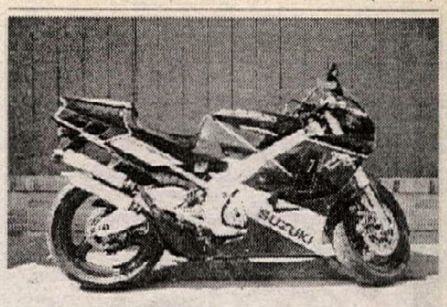

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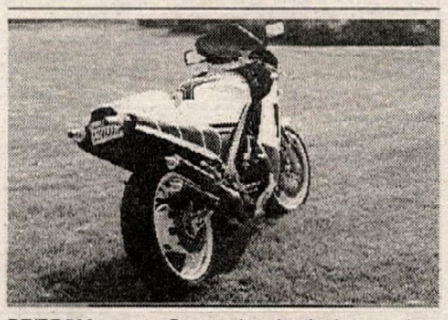

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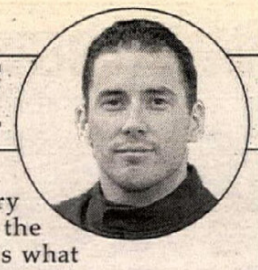
By Mark Hoyer



The first legal motorized form of transport I ever owned for riding on our highways was a motorcycle. It was a loud and fearsome beast, and a dumb and immature choice to learn the precarious ropes of riding on the street with. In other words, it was the perfect bike; at least from a 16-year-old's perspective - a 1979 Yamaha RD400 Daytona Special. I was young, earning more than minimum wage and living with my parents. As far as 16-year-olds went, I was upwardly mobile. That's how I bought the bike, and ultimately how I destroyed it.

You see, a neighbor up the street had a mostly stock (low bars, no mirrors) '79 RD in his garage. Its only flaw was a small dent in the fuel tank, the result of a crash on a dirt road (?!). This neighbor was the gardening type (maybe how he got on the dirt road?), so the garage was often open, leaving the dusty machine in somewhat clear view, only partially obscured by bags of manure and a wheelbarrow. I spent a lot of time looking at that thing and dreaming, and finally couldn't take it anymore. "Hey, Ray, you don't ride that too much, do you?"

No, he didn't. In fact, he'd never ridden the Yamaha - it was his son's. The same son who'd moved out several years before. Things were looking good. I mean, the guy's been gone a couple of *years* and he hasn't been back to pick up the bike. That baby was mine.

I made my intentions clear to the father of the owner and just days afterward got the call. About $900 later my troubles began. The transaction took place between me and the guy's father. The old man had been nice enough to wash the bike for me, and was even so kind as to Armorall the grips and seat! It sure felt fast. Heck, it felt like he'd done the tires too. Talk about greasy. Thankfully, the slick seating and gripping surfaces soon returned to normal, and I was at least bright enough to put fresh rubber on at the earliest convenience.

Problem was, with all the parts providing traction that are supposed to, the RD didn't feel that fast anymore. Even though most of my riding up to that time had been spent on a clapped-out XR75 and RM100, the 400 somehow lost its edge. Checkbook in hand, I went to work.

No self-respecting wanna-be cafe racer can stomach stock pipes on a two-stroke of this caliber. And I'm not even talking about boosting power yet. I'm talking noise, and plenty of it. It's a kind of loud music, making it a must for anyone under 18. The options were broad, but rather than going with someone who had an established reputation for building quality pipes that would sound good and actually increase power output at the same time, I decided to go with a guy nobody had heard of who worked out of a filthy and rundown industrial building flanked on one side by a scrap metal yard and on the other by a motorcycle salvage yard. Perhaps I should have been just a bit more alarmed when I mentioned the name of the man making the pipes to the guy next door at the motorcycle wrecking yard. "Who? Oh yeah, I've seen him around. That guy makes pipes?" He seemed amazed. I rushed back over, but my bike was already apart. No turning back now.

It took two days for the work to be finished. "The kickstand kind of gets in the way of the pipes, so I loosened the nut that holds it on," he said matter-of-factly. It was like the kickstand was violating some sacred space. "These chambers are full race, man."

The expansion chambers didn't show the greatest quality of workmanship I'd ever seen, but the cobby, hand-made look did give the bike a "full race" kind of aura. So did the sound. The ear-splitting wail couldn't have been more satisfying. In contrast to the hacked-looking expansion chambers, there were beautifully crafted aluminum "silencers" (performing only titular duties) which were stuffed with some kind of material that shot out in flaming masses when the engine was revved really high. Full race and fully cool.

A few ticket-free weeks passed - ticket-free despite my never having stopped blipping the throttle. When the novelty of frightening old women and interrupting golf games everywhere wore off, I noticed the RD wouldn't idle too well - *unless* I blipped the throttle. While the bike was still plenty loud, it was starting to feel slow again, even slower than with the stock pipes. This was, in fact, probably the case. Jetting was a baffling mystery, and neither I nor the craftsman at the industrial unit had seen fit to delve into the black art of carburetor tuning.

Full race should mean full race. Now a little more wary of two-bit hacks armed with oxy-acetylene torches, I decided I might try to find a more traveled path - the local Yamaha shop. A scruffy guy with the beard hurried over to me. He listened to my bike run and said some really expensive-sounding things, culminating with "full teardown."

"Piston slap," I said innocently. "And that's not good...?" It sure wasn't good. Top end, pistons, rings, reeds, blah, blah, blah. The list was long. He said he was new and that he might be able to cut me a deal - "Just leave my manager out of it." I just told him I wanted a lot of power - "It *has* to feel fast, and with no Armorall."

"I used to race these things," he said. "Figured out all the secrets. This baby's gonna *fly*."

In the end, this guy modified just about every part of the engine. That's what he told me, anyway.

It idled when I finally got it back - at no lower than 1800 rpm. "That's how it's supposed to be," he yelled. "Dude, it kicks ass!"

I took him at his word when I wrote the check, but reserved final judgment for the ride. With the idle such as it was, first gear engaged with the sound of a ball-peen hammer hitting sheet steel. I let the clutch out but the motor would bog at even the smallest of openings. "Where's all the power?" I thought. I kept letting the engine rev higher and higher before each shift, and finally it came on the pipe. The front wheel shot skyward. I banged a quick shift and it shot up again. And again. This was cool.

The thing was, the powerband was about as wide as dental floss, and it occurred in an area a few ticks past the area formerly known as redline. This was not *that* cool.

After trying to become accustomed to the new personality of my once-friendly RD, I went back to the shop to find the guy that had done the porting. The manager said some English engineers had come to speak with him. He muttered something about the Channel tunnel and walked away shaking his head.

With the work having been done on the side, there was no recourse. I had to live with it - never mind that I was getting about 80 miles on a tank of gas. In fact, none of its now-many flaws were to matter. As I entered the tight left-hander, having the best ride of my short career, the loose kickstand touched down, ever so briefly lifting the rear wheel off the ground. Just as this happened, the motor came on the pipe and the rear end stepped out. As I left the road and headed for the orange grove, that RD never felt faster. And I wasn't even on it. CN

LOOKING BACK...

25 YEARS AGO... MAY 4, 1971

Everything came up roses in Flowery Branch, Georgia, for **Kel Carruthers** at Road Atlanta. First the Aussie narrowly took the AMA Junior-Expert 50-miler from **Cal Rayborn**. At the next day's 125-Mile National he became the first foreigner to win a national chamionship road race in the United States. Rayborn (shown leading on the cover) again provided some close competition until the Californian was sidelined by mechanical difficulties on lap 27... Eighteen-year-old **Billy Clements** continued his winning ways, taking the top 250 and 500cc Expert-class honors at the AMXT Benefit Motocross in Valencia, California. **Gary Jones** and **Mark Blackwell** occuppied the respective podium slots...

15 YEARS AGO... APRIL 29, 1981

Hail the conquering heroes: Desert racers **Scot Harden** and **Brent Wallingsford** took their second consecutive win at the Las Vegas 400, encountering highly variable weather-occasional, rain, high winds and a bit of the icy stuff. **Kent** and **Scott Pfeiffer** took top 250cc honors and second overall... **Goat Breker** outmaneuvered the competition in the Open Pro class at the CRC/DG $5000 Motocross at Southern California's Saddleback Park. **Pete Snorteland** gave him a run for his money and took second overall, while **Rex Staten** took third-place honors... **Bo O'Brochta** topped the Top Fuel class at the fifth annual IDBA Spring Nationals in Gulfport, Mississippi. **Mike Keyte** scored the win in the Pro Stock class.

5 YEARS AGO... APRIL MAY 1, 1991

As announced on the cover of *Cycle News*, defending 500cc World Champion **Wayne Rainey** finished first at the U.S. Grand Prix in Laguna Seca, California, for the third year in a row. Rainey took the lead in the third turn and led for the rest of the 35-lap race... A torrential downpour in Charlotte, North Carolina, during round 12 of the AMA Camel Supercross Series washed away front-runners **Damon Bradshaw** and **Guy Cooper**'s chances of winning as they slid out, handing the lead to **Jean-Michel Bayle**. Bayle went on to his seventh win in the series... Team Suzuki Endurance won the sixth annual 24-Hour West at California's Willow Springs Raceway, setting a new American 24-hour race mileage record of 2215 miles. **Kurt Hall**, **Michael Martin**, **Donald Jacks**, **Britt Turkington**, **Don Canet**, **David Deveau** and **Wes Cooley** were part of the winning effort. CN

Different strokes for different folks. Sidecars vs. solos at Riverside Raceway in 1967. Photo from Cycle News Archives.

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APRIL 1996 SCHEDULE ON ESPN2

Original Show Telecast — *Repeat Telecast*

EASTERN TIME						
				Monday	4/1	3:30-4:00am
Friday	4/5	7:30-8:00pm	&	Saturday	4/6	11:30-12:00pm
				Tuesday	4/9	3:30-4:00am
Friday	4/12	10:30-11:00pm	&	Saturday	4/13	10:30-11:00am
			&	Sunday	4/14	3:00-3:30pm
Saturday	4/20	11:30-12:00pm	&	Saturday	4/20	11:00-11:30pm
				Tuesday	4/23	3:30-4:00am
Friday	4/26	11:00-11:30pm	&	Saturday	4/27	11:30-12:00pm
				Tuesday	4/30	2:00-2:30am
PACIFIC TIME						
Friday	4/5	4:30-5:00pm	&	Saturday	4/6	8:30-9:00am
				Tuesday	4/9	12:30-1:00am
Friday	4/12	7:30-8:00pm	&	Saturday	4/13	7:30-8:00am
				Sunday	4/14	12:00-12:30pm
Saturday	4/20	8:30-9:00am	&	Saturday	4/20	8:00-8:30pm
				Tuesday	4/23	12:30-1:00am
Friday	4/26	8:00-8:30pm	&	Saturday	4/27	8:30-9:00am
				Monday	4/29	11:00-11:30pm

April, it's the twilight of the supercross season, and road racing is in full swing. Join MotoWorld for all the high-flying action from Indianapolis, Tampa, Charlotte, and St. Louis, then lean into highlights from AMA Superbike, Formula USA, and the opening rounds of World Grand Prix.

Flat trackers rev up for the Pomona half mile, and be sure not to miss the Loretta Lynn races – cross country and hare scrambles for all! Join host Bob Varsha to experience the thrill of racing on ESPN2.

Jerry's Big Adventure: Part Two. Daytona 1996 has come and gone, but Jerry's Bike Week shenanigans linger on. April on MW2 means a little more Main Street for those that just can't leave it behind.

Plus, strap on the leather helmet and goggles. Jerry heads west to hang out with the Vintage Iron crew. The challange: to restore and race an ancient moto dinosaur in the same 24 hours! Crazy, man.

APRIL 1996 SCHEDULE ON ESPN2

Original Show Telecast — *Repeat Telecast*

EASTERN TIME						
Saturday	4/6	12:00-12:30pm	&	Monday	4/8	3:00-3:30am
Sunday	4/21	12:00-12:30pm	&	Monday	4/22	3:00-3:30am
PACIFIC TIME						
Saturday	4/6	9:00-9:30am	&	Monday	4/8	12:00-12:30am
Sunday	4/21	9:00-9:30am	&	Monday	4/22	12:00-12:30am

U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME	
Atlanta, GA	Sun 4/7	12:30-1:30am	& Sat 4/6	9:30-10:30pm
Houston, TX	Sat 4/13	1:00-2:00am	& Fri 4/12	10:00-11:00pm
Irving, TX	Wed 4/17	12:30-1:30am	& Tue 4/16	9:30-10:30pm
Indianapolis, IN	Tue 4/23	12:30-1:30am	& Mon 4/22	9:30-10:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
Indianapolis, IN	Sun 4/7	6:00-8:00pm	& Sun 4/7	3:00-5:00pm
Tampa, FL	Sat 4/13	4:00-6:00pm	& Sat 4/13	1:00-3:00pm
Pontiac, MI	Sat 4/20	4:00-6:00pm	& Sat 4/20	1:00-3:00pm
Charlotte, NC	Sat 4/27	2:00-4:00pm	& Sat 4/27	11:00-1:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
Irving, TX	Fri 4/5	8:00-10:00pm	& Fri 4/5	5:00-7:00pm
Indianapolis, IN	Wed 4/10	2:30-4:30pm	& Wed 4/10	11:30-1:30pm
Tampa, FL	Fri 4/19	1:00-3:00am	& Thur 4/18	10:00-12:00am
Pontiac, MI	Sun 4/28	1:00-3:00am	& Sat 4/27	10:00-12:00am

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
Gainesville, FL	Sun 4/14	4:00-6:00pm	& Sun 4/14	1:00-3:00pm

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME	
Gainesville, FL	Sun 4/3	12:30-1:30am	& Tue 4/2	9:30-10:30pm

World Grand Prix Series

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME	
GP of Malaysia	Wed 4/10	12:30-1:30am	& Tue 4/9	9:30-10:30pm
GP of Indonesia	Mon 4/22	1:00-2:00am	& Sun 4/21	10:00-11:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
GP of Malaysia	Sat 4/6	3:30-5:30pm	& Sat 4/6	12:30-2:30pm
GP of Indonesia	Fri 4/12	8:30-10:30pm	& Fri 4/12	5:30-7:30pm
GP of Japan	Sat 4/27	12:00-2:00pm	& Sat 4/27	9:00-11:00am

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
GP of Malaysia	Sun 4/7	1:00-3:00am	& Sat 4/6	10:00-12:00am
GP of Indonesia	Sun 4/14	1:00-3:00pm	& Sun 4/14	10:00-12:00pm
GP of Japan	Tue 4/30	12:00-2:00am	& Mon 4/29	9:00-11:00pm

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